

**"CLUB"**  
THE POPULAR  
**SCOTCH WHISKY.**  
PER DOZEN ... \$13.50  
**H. PRICE & CO.**  
12, Queen's Road.

# Hongkong Daily Press.

ESTABLISHED 1857.

**"GRAND PRIX" PARIS 1900**  
The Highest Possible Award.  
**JOSEPH GILLOTT'S PENS.**  
Of Highest Quality, and having  
Greatest Durability, are there-  
fore **CHEAPEST.**  
The Only Award Chicago, 1893.

No. 13,906 號陸零百玖千壹萬第 日叁十月玖年捌十二緒光 HONGKONG, TUESDAY, OCTOBER 14TH, 1902. 式有禮 號建十月十年式零百九千壹萬港香 PRICE, \$2 PER MONTH

**WATSON'S GINGER BEER**  
IN STONE BOTTLES IS  
**BREWED**  
AND IS THE BEST ON THE  
MARKET.  
**A. S. WATSON & CO. LIMITED.**  
ESTABLISHED 1841. [a1745]

**JOHN WALKER & SONS' KILMARNOCK WHISKY.**  
This World-renowned  
Fine Old Highland Whisky,  
Sole Shippers—CUTLER, PALMER & CO.,  
is obtainable in Hongkong of their Agents.  
**SIEMSEN & CO.**  
Ho Kong, 1st January, 1901. [a27]

**CUTLER, PALMER & CO.'S**  
Price \$11.25 PER DOZEN  
NET  
Blond  
of Selected  
Distillations of the  
Finest Scotch Whiskies  
Apply to  
**SIEMSEN & CO., Hongkong.** [a29]

**HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.**  
TIME TABLE.  
WEEK DAYS.  
7.30 a.m. to 8.00 a.m. ... Every 10 minutes.  
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.  
8.30 a.m. to 9.00 a.m. ... Every 15 minutes.  
9.00 a.m. to 9.30 a.m. ... Every 15 minutes.  
9.30 a.m. to 10.00 a.m. ... Every 15 minutes.  
10.00 a.m. to 10.30 a.m. ... Every 15 minutes.  
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.  
11.00 a.m. to 11.30 a.m. ... Every 15 minutes.  
11.30 a.m. to 12.00 p.m. ... Every 15 minutes.  
12.00 p.m. to 1.00 p.m. ... Every 15 minutes.  
1.00 p.m. to 1.30 p.m. ... Every 15 minutes.  
1.30 p.m. to 2.00 p.m. ... Every 15 minutes.  
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.  
2.30 p.m. to 3.00 p.m. ... Every 15 minutes.  
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.  
3.30 p.m. to 4.00 p.m. ... Every 15 minutes.  
4.00 p.m. to 4.30 p.m. ... Every 15 minutes.  
4.30 p.m. to 5.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 5.30 p.m. ... Every 15 minutes.  
5.30 p.m. to 6.00 p.m. ... Every 15 minutes.  
6.00 p.m. to 6.30 p.m. ... Every 15 minutes.  
6.30 p.m. to 7.00 p.m. ... Every 15 minutes.  
7.00 p.m. to 8.00 p.m. ... Every 15 minutes.  
NIGHT CARS on Week Days  
SUNDAYS.  
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.  
8.30 a.m. to 9.00 a.m. ... Every 15 minutes.  
9.00 a.m. to 9.30 a.m. ... Every 15 minutes.  
9.30 a.m. to 10.00 a.m. ... Every 15 minutes.  
10.00 a.m. to 10.30 a.m. ... Every 15 minutes.  
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.  
11.00 a.m. to 11.30 a.m. ... Every 15 minutes.  
11.30 a.m. to 12.00 p.m. ... Every 15 minutes.  
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4.00 p.m. to 4.30 p.m. ... Every 15 minutes.  
4.30 p.m. to 5.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 5.30 p.m. ... Every 15 minutes.  
5.30 p.m. to 6.00 p.m. ... Every 15 minutes.  
6.00 p.m. to 6.30 p.m. ... Every 15 minutes.  
6.30 p.m. to 7.00 p.m. ... Every 15 minutes.  
7.00 p.m. to 8.00 p.m. ... Every 15 minutes.  
Extra cars at 11.30 p.m. and 11.45 p.m.  
SPECIAL CARS by arrangement at the Com-  
pany's Office, 38 & 40, Queen's Road Central.  
**JOHN D. HUMPHREYS & SONS,**  
General Managers.  
Hongkong, 1st October, 1902. [a2012]

**VICTORIA CYCLE EMPORIUM.**  
THE pleasure of cycling consists in having  
a first-class Machine, and the above  
Establishment is always leading in this respect.  
We are Agents for the famous "NEW  
HOWE" and "MONOPOLE" CYCLES,  
and we also supply fittings of every description.  
Bargains can be had in second-hand Machines.  
Repairs executed with promptitude and skill.  
Rescuing a Specialty.  
**MCKIRBY & CO.**  
43 & 45A, QUEEN'S ROAD EAST.  
Hongkong, 4th April, 1901. [a2584]

**GREEN ISLAND CEMENT COMPANY.**  
**PORTLAND CEMENT.**  
\$3.50 per Cask of 375 lbs. net ex Factory.  
\$3.50 per Bag of 250 lbs.  
**SHEWAN TOMES & CO.**  
General Managers.  
Hartley, 7th June, 1902. [a1605]

**M. ISMAIL.**  
16, LYNCHBURST TERRACE.  
JUST LANDED—A Large Stock of  
LADIES' DRESS MATERIALS for  
Winter, TRIMMED HATS and BONNETS,  
WOOLLEN and SILK TRIMMINGS,  
LADIES' SHOES, FLOWERS, FEAT-  
HERS, &c. All at Very Reasonable Prices.  
Hongkong, 8th October, 1902. [a2692]

**SMITH PREMIER TYPEWRITERS.**  
WORLD RENOWNED AND LEADING EVERYWHERE.  
WITH REQUISITES IN STOCK.  
**WM. MEYERINK & CO.**  
SOLE AGENTS FOR SOUTH CHINA.  
[a2417]

**CUTLER, PALMER & CO.**  
ESTABLISHED IN LONDON IN 1815.  
SHIPPERS TO CHINA FOR 75 YEARS.  
Their Brands are favourably known all over the World.  
The following are some of their Stocks with the undersigned:—

<b>SUPERB OLD COGNAC,</b> \$23.75 PER DOZ. Distinguished by Four Stars on the label.	<b>C.P. &amp; Co.'s INVALIDS' PORT</b> \$21 PER DOZ. This fine Wine is old, soft, and of grand flavour. See analysis and certificate by Professor Cassal.
<b>ANOTHER FINE COGNAC,</b> \$16.75 per doz. Less old than the above.	<b>DOURO PORT.</b> \$15 PER DOZ. A fine, full, and fruity wine.
<b>IMPERIAL BRANDY</b> \$12 PER CASE.	<b>AMOROSO SHERRY.</b> \$21 PER DOZ.
<b>THE ELITE OF WHISKY—</b> "THE 'PALL MALL,'" \$21 PER DOZ. 11 Years old; the finest quality shipped. Each bottle bears an Analyst's certificate.	<b>LA TORRE SHERRY,</b> \$17.50 PER DOZ. A natural and most pleasant wine to the taste.
<b>C. P. &amp; Co.'s OWN SPECIAL</b> <b>BLEND WHISKY,</b> \$11.25 PER DOZ. Very soft, palatable, and mature.	<b>BENEDICTINE LIQUEUR—</b> D.O.M., \$41.75 PER DOZ.

EVERYBODY SHOULD TRY THESE ITEMS. THEY ARE UNEQUALLED AT THE PRICE.  
AGENTS—**SIEMSEN & CO., HONGKONG.** [a45]

**ASAHI - -**  
**THE POPULAR**  
**JAPANESE LAGER BEER**  
PER CASE 3 DOZEN PINTS ... \$15.00  
4 DOZEN QUARTS ... \$12.50  
SOLE AGENT—  
**G. GIRAULT.** [a40]

**REMINGTON TYPEWRITERS**  
WITH ALL REQUISITES.  
**SIEMSEN & CO.**  
SOLE AGENTS. [a34]

**LANE, CRAWFORD & CO.**  
(ESTABLISHED OVER 50 YEARS.)  
**GENERAL STOREKEEPERS.**  
**GENTLEMEN'S OUTFITTERS.**  
**TAILORS, HATTERS & HOSIERS.**  
ALL GOODS OF BEST QUALITY ONLY.  
**LANE, CRAWFORD & CO.** [a34]

**W. BREWER & CO.**  
23 & 25, QUEEN'S ROAD.  
EX ENGLISH MAIL.  
"Windsor Magazine", New Volume ... \$4.25  
"Wide World Magazine" ... 4.00  
Martello Tower, by Little ... 8.25  
Bobby's Husband ... 1.75  
A Soldier's Love ... 1.75  
Kidnapped President ... 1.75  
Seeing Him Through ... 0.40  
Landed at Last ... 0.40  
Out from the Night ... 0.40  
The Prince of Swindlers ... 0.40  
His Last Sentence ... 0.40  
Man and his Kingdom ... 0.40  
Swimming, by Jarvis ... 0.90  
Dolly's Friends ... 0.90  
Living Animals of the World the best  
Natural History published at the  
price ... 16.50  
Tennyson's Poems; Complete Edition,  
Strongly Bound in Leather ... \$7.50  
A Variety of the Leading Poets; in  
Strong Binding ... each £.00  
**CUNNINGHAM'S TONKIN AND**  
**SOUTH CHINA** ... \$3.00  
**HEATH'S PENS—TELEPHONE,**  
**POSTAL TELEGRAPH, BARRISTER,**  
&c. &c. &c.  
**FRENCH NOVELS,**  
**CIGARETTES.**  
**WELLINGTON TYPEWRITER.**  
**EMPIRE TYPEWRITER** [a35]

**PHOTOGRAPHIC**  
PLATES, PAPERS  
AND CHEMICALS  
EASTMAN'S KODAKS, FILMS AND ACCESSORIES.  
DEVELOPING AND PRINTING UNDERTAKEN.  
**A. CHEE & Co., 17A, QUEEN'S ROAD, HONGKONG** [a18]

**SCOTCH WHISKIES.**  
EXTRA SPECIAL FINEST LIQUEUR  
AT \$14.50 PER DOZEN.  
**V. O. S. (OLD MATURED),**  
AT \$18 PER DOZEN.  
**PURE MALT WHISKIES—NONE BETTER.**  
Telephone 75.

**CALDBECK, MACGREGOR & CO.,**  
WINE AND SPIRIT MERCHANTS,  
15, QUEEN'S ROAD.  
Hongkong, 3rd October, 1902. [a36]

**COTTAM & CO.**  
FOR HOSIERS.  
HATTERS.  
EVENING DRESS SHIRTS, WHITE TIES,  
BOWS, COURT SHOES, KID GLOVES, SILK SOCKS,  
CAPS, AND TAN O'SHANTERS. [a37]

**"FACTS ARE NOT ALTERED BY PARTY STATEMENTS."**  
STILL AHEAD OF ALL OTHERS—

**CROWN BRAND**  
**STONE GINGER BEER.**  
**WATKINS, LD., HONGKONG.** [a38]

**WANTED.**  
By a Young Man, Employment in a  
Mercantile or any other Office in Hong-  
kong. Two years' experience.  
Apply to—  
M.  
Care of Daily Press Office.  
Hongkong, 14th October, 1902. [2652]

**WANTED.**  
FOR a well-educated Eurasian Girl, position  
as LADY'S or CHILDREN'S MAID.  
Apply to—  
M. S.  
Care of Daily Press Office.  
Hongkong, 4th October, 1902. [2664]

**WANTED.**  
A LADY TEACHER to give Children  
Lessons in English.  
Apply to—  
A. R.  
Care of Daily Press Office.  
Hongkong, 10th October, 1902. [2711]

**SITUATION WANTED.**  
By a Young Man, who has had a good  
Mercantile training, and speaks English,  
German, Russian, Japanese and Hindustani.  
Good testimonials.  
Address—  
"N."  
Care of Daily Press Office.  
Hongkong, 10th October, 1902. [2712]

**CARTRIDGES! CARTRIDGES!**  
JUST LANDED A NEW STOCK OF  
ELEY'S and KYNOC'S SPORT-  
ING CARTRIDGES and NEWCASTLE  
CHILLED SHOT.  
20 BORE CARTRIDGES  
18 " "  
12 " "  
10 " "  
8 " "  
**WM. SCHMIDT & CO.**  
Gunsmiths.  
Hongkong, 3rd January, 1901. [15]

**STEAMSHIP "SUAL" GENERAL**  
**AVERAGE.**  
NOTICE IS HEREBY GIVEN that all  
Claims for Damages to Cargo, and for  
Cargo Short Received, must be submitted to the  
Adjuster, Mr. E. H. HUTCHISON (of the  
Yongtze Insurance Association, Ltd.), Shang-  
hai, on or before 23rd OCTOBER next, after  
which date no Claims will be recognised.  
**GEORGE MCALIN.**  
Hongkong, 18th September, 1902. [2503]

**GRACA & CO.** Importers and Exporters  
of Foreign and Colonial POSTAGE  
STAMPS, 53, Peel Street, Hongkong, have  
just received for sale at their stall at Hongkong  
Hotel Corridor a large variety of nice Pictorial  
Post Card Albums, Pictorial Post Cards,  
Panoramas of Hongkong, Macao, Canton,  
Chinese Costumes, Views, &c., &c., in Phototype  
and Coloured Colotype. Assortment of Postage  
Stamp Albums, Leaves, Hinges, Tissues, and  
other Philatelic goods. Prices to suit all  
Customers. Correspondents wanted. Foreign  
order promptly attended to. Cash with order  
or 1st class reference. [1887]

**THE STEAM LAUNDRY COMPANY, LD.**  
WORKS—Causeway Bay (adjoining  
Kennedy's Stables).  
TOWN DEPOT—2, Beaconsfield Arcade  
(Alleyway).  
ALL work is done under European super-  
vision, and the objectionable practices,  
common to Chinese laundries, of dumping from  
the month and sleeping on the clothes are not  
permitted. Collection and delivery at private  
residences. Gentlemen's washing, \$8 per month.  
Special terms to families on application to—  
**F. G. ALLEN, Manager.**  
Hongkong, 8th October, 1902. [2689]

**HONG CHEONG & CO.,**  
TAILORS, DRAPERS AND  
OUTFITTERS.  
ESTABLISHED IN HONGKONG FOR OVER  
30 YEARS.  
Clothing made to fit to perfection. Silk  
Goods of all kinds. Chinese Grass Cloth and  
Embroidery.  
Address—Nos. 60 and 62, QUEEN'S ROAD  
CENTRAL (South side)  
Hongkong, 6th September, 1902. [2239]

**PURE FILTERED HIGH-CLASS AERATED WATERS**  
THE very best obtainable. As prepared in  
MANCHESTER. Don't fail to try  
these NEW and DELICIOUS AERATED  
DRINKS. EXCELLENT and CHEAP.  
Kola, Champagne, Orangeade,  
Champagne, Cider, Lemon, Squash, Superior  
Ginger Ale, Tonic Champagne, Vanilla Water,  
Brown Tonic, &c., &c., &c. Please address  
THE ROYAL AERATED WATER'S  
MANUFACTORY, WORKS, WES-  
T POINT, Or, F. P. DANENBERG. Tele-  
phone, 397. Price List and Order-book on  
Application. [2486]

**HOTELS**  
**THE QUEEN'S HOTEL,**  
ELGIN ROAD, KOWLOON.  
Three minutes' walk from the Steamer  
Wharves, and seven minutes by Ferry-launch  
from the City of Victoria.  
A First-class Hotel with thirty-five very  
Bedrooms.  
Board and Residence:—  
By the day ... From \$5 to \$7.00  
" month ... \$85 to \$110.00  
" for Married Couple ... \$100.00  
Everything of the Best.  
Dinner Parties by Special Arrangement.  
Billiards (Thurston Match Table).  
Most perfect culinary arrangements.  
Food both in European and Eastern styles.  
**H. RUTTONJEE,**  
Proprietor.  
Hongkong, 25th November, 1901.

**HONGKONG INTERNATIONAL**  
**THE CHEAPEST HOTEL in Macao.**  
Beautifully situated in Praya Grande,  
next to Government House.  
Telegraphic Address: "International."  
Apply to—  
**THE MANAGER.**  
Hongkong, 4th October, 1902. [2651]

**"D. C. L." OLD TOM**  
AND  
**DRY GIN**  
PER DOZEN ... \$8.00  
SOLE AGENTS—  
**H. PRICE & CO.,**  
12, Queen's Road.  
**HOTELS.**

**HONGKONG HOTEL**  
A First Class Hotel in every respect  
Elegantly Furnished Reading, Music, and  
Smoking Rooms.  
Dining Accommodation for 250 persons  
Hydraulic Elevators to every floor.  
Cuisine of the best.  
Hot and Cold Water throughout  
Wines and Groceries imported specially from  
Europe and America.  
Electric Lighting in the Billiard Room.  
Wines, &c., cooled by Refrigerator  
All Hotel Linen washed on the premises by  
Machinery.  
Bedroom Accommodation—132 rooms.  
Fire Extinguishing Mains on every floor.  
CHARGE MODERATE. [a46]

**THE PEAK HOTEL.**  
Admirably Situated. Sheltered from the  
North-East Monsoon and Open to the South-  
West Monsoon.  
A COVERED GANGWAY LEADS  
FROM THE TRAMWAY TERMINUS  
INTO THE HOTEL.  
Telephone No. 29.  
Town Office: 7, DUNDRELL STREET. [a59]

**HOTEL CRAIGIEBURN.**  
**PLUNKET'S GAP, The PEAK, near the**  
Tram Terminus.  
Tel. 56.  
For Terms, apply to the  
MANAGER.  
Hongkong, 2nd July, 1900. [a52]

**THE CONNAUGHT HOTEL**  
A FIRST CLASS HOTEL of 16 Bed-  
rooms, elegantly furnished.  
The Hotel is situated near all the Banks and  
Principal Offices in the Colony.  
Special Attention paid to the Comfort of  
Guests.  
Cuisine excellent; under Experienced Man-  
agement.  
Terms Moderate.  
For Terms, apply to the  
MANAGER.  
Hongkong, 23rd May, 1902. [a51]

**"BOA VISTA"**  
(HOTEL-SANTARIUM OF SOUTH  
CHINA)  
**MACAO**  
HAS been re-opened under European  
management and most strict supervision  
as to food, cleanliness, and hygiene of the place.  
All comforts of a home.  
A most pleasant retreat for those desirous of  
a few days' rest and quiet.  
Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.  
Macao is 40 miles south-west of Hongkong.  
One steamer (S.S. Heungshan), daily to and  
from Hongkong, and two steamers to and from  
Canton, give easy communication with both  
these centres.  
Cable Address: "BOA VISTA."  
For Terms, apply to  
THE MANAGER.  
[a3165]

**HING KEE HOTEL.**  
(ESTABLISHED 1873)  
**MACAO.**  
THIS First-class and well-famed establish-  
ment is pleasantly situated in the centre  
of PRAYA GRANDE, facing south, with a  
charming view of the sea on the front. Com-  
fortable and well-furnished Bed-rooms.  
Cuisine Excellent. Prompt Attendance.  
Terms very Moderate.  
**L. HING KEE, Proprietor.**  
Telegraphic address "Hingkee" [a1848]

**VICTORIA HOTEL,**  
SHAMHEEN, CANTON.  
**BRITISH CONCESSION**  
GOOD Accommodation.  
Excellent Cuisine.  
Every Convenience for Tourists.  
**T. F. DA CRUZ, Manager.**  
Canton, 1st October, 1901. [a153]



## ADVERTISEMENT

A. S. WATSON & CO.,  
LIMITED.

WINE &amp; SPIRIT MERCHANTS

ESTABLISHED A.D. 1841.

## SHERRY.

Per doz. Per bot.

B. SUPERIOR PALE DRY,  
Dinner Wine, Green Seal  
Capsule ..... \$10.50 \$0.90C. MANZANILLA, PALE  
NATURAL SHERRY,  
White Capsule..... 12.00 1.00C.C. SUPERIOR OLD DRY,  
PALE NATURAL  
SHERRY, Red Seal  
Capsule ..... 14.40 1.20D. VERY SUPERIOR OLD  
PALE DRY, Choice Old  
Wine, White Seal Capsule 16.20 1.35E. EXTRA SUPERIOR OLD  
PALE DRY, Very Finest  
Quality (old bottled),  
Black Seal Capsule..... 24.00 2.00B, C, & CC are excellent Dinner Wines.  
D and E are After-Dinner Wines of a  
very fine Vintage.

ALL ARE SUPERIOR XEEES WINES.

The following Wines, bottled in Europe, have  
been specially selected, and procured  
from the celebrated firm of Messrs.  
GEO. G. SANDEMAN, SONS & CO.,  
of London, Oporto and Xeres:—Per Doz. Per Bot.  
LIGHT DRY ..... \$15.00 \$1.25  
SOLEIRA ..... 21.00 1.75  
VERY PALE DRY ..... 21.00 1.75  
FULL GOLDEN ..... 24.00 2.00  
PALE DRY NUTTY ..... 27.00 2.25  
FINE OLD BROWN ..... 36.00 3.00

## MADERIA.

Per Doz. Per Bot.  
GOOD ..... \$15.00 \$1.25  
FINE ..... 24.00 2.00A. S. WATSON & CO.  
LIMITED.

THE HONGKONG DISPENSARY.

[31]

NOTICE TO CORRESPONDENTS.  
Only communications relating to the news columns  
should be addressed to this Editor.  
Correspondents must forward their names and ad-  
resses with communications addressed to the Editor  
for publication, but in evidence of good faith.  
All letters for publication should be written on  
one side of the paper only.  
No anonymous communications should be inserted.  
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sent before 11 a.m. on day of publication. After that  
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P.O. Box, 35, Telephone No. 12

## The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD, C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 14th October, 1902.

It may naturally be regarded as a favourable sign of improved government in China that the death of H.E. LU KUNG-YI has been followed by official eulogies of a striking character and by temporary appointments of a satisfactory nature. A Decree of the Empress Dowager creates the late Viceroy a "Baron of the Empire," the title to be handed to his posterity, and also makes him Grand Preceptor of the Heir Apparent. A grant of Tls. 3,000 is further ordered to be given for funeral expenses, and also an Imperial sacrifice, which the Tartar General of Nanking is commanded to perform on behalf of the Emperor. The posthumous designation of *Chung Cheng*—Loyal and Sincere—is given him, which is to be inscribed on a tablet and placed in the temple of Faithful and Good Ministers in Peking. When his remains are taken to his native city for burial the authorities along the route are commanded to place themselves at the service of the family of the deceased statesman. Viceroy CHANG CHIH-TUNG is also commanded to find out how many sons and grandsons the late Viceroy had, so that due Imperial favour may be bestowed on them in recognition of the loyal services of their late parent and grandsire. Such are the posthumous rewards of LU KUNG-YI. A has already been announced, H.E. CHANG CHIH-TUNG has been temporarily appointed to hold his late colleague's place, while the post at Wuchang is filled by the transferee from the governorship of Hupeh of that excellent Manchou official TUAN FANG, whose conduct in Shensi in 1900 saved the lives of many foreigners. These appointments have given general satisfaction and, as we have said, seem to show an improvement in the governmental mind. It would be unwise to build too

much upon them, but they give promise of a continuance of enlightened rule in the Yangtze provinces. According to the *North-China Daily News*, it is not considered likely by the Chinese in Shanghai that CHANG CHIH-TUNG will remain long at Nanking, where a Hunanese Viceroy is almost essential, and the fancied candidate, as our Shanghai correspondent telegraphed on the 8th instant, is H.E. WEI KUNG-TAO, Viceroy of Yunnan and Kweichow provinces. This official was not among those whose names were mentioned by the dying LU KUNG-YI, but he has undoubtedly strong qualifications for the post, if he is not very well known to foreigners. A Hunanese by birth, he served under the Marquis Tso in the suppression of the Kansu Mohammedan rebellion and the capture of Chinese Turkestan. It is a distinct item in his favour that he was a deadly enemy of TUNG FÜ-HSIANG. The *North-China Daily News* further points out that Wei is actually the head of the Siang Army, of whom he has 15,000 men now in Yunnan. His appointment to the Liangkang would appear to be a guarantee of peace. Our Shanghai contemporary discussing the possible candidates for the post at Nanking, says in conclusion:—"If a man hailing from some other province than Hunan expects to hold the seals of the Liangkang Viceroyalty for more than one year, he would have to exterminate the *Kolao Hsi* society first, and that means also the 200,000 or so 'braves' of the Siang Army, which would bring about such a sanguinary upheaval of the Chinese Empire that loss of independence would probably be the result." NICH CHIH-KU, the new Governor of Chekiang, another possible choice, is without military training, and therefore unsuitable for so critical a command as that at Nanking. Unless CHANG CHIH-TUNG is retained in the position in which he is now acting, the appointment of WEI KUNG-TAO appears practically forced. It seems possible that the evacuation of Shanghai by its foreign garrison, which it was arranged with the late LU KUNG-YI should take place on the 1st proximo, is being delayed until the quiet of the Yangtze Valley is guaranteed by a definite appointment to Nanking. Otherwise it is difficult to imagine why the delay is necessary.

The Portuguese gunboat *Dix* arrived on Sunday from Amoy, and the U.S. transport *Ingalls* yesterday from Manila.

The annual general meeting of the Hongkong Jockey Club will be held in the City Hall on Tuesday, 28th inst., at 5 p.m.

The annual meeting of worshippers at the Peak Church will be held in St. Paul's College on Thursday, 16th inst., at 5 p.m.

An athletic meeting, under the auspices of the Kowloon Garrison, will be held at Happy Valley on Friday next, commencing at 3 p.m.

The number of visitors to the City Hall Library and Museum last week was 242 non-Chinese and 85 Chinese to the former, and 64 non-Chinese and 2,448 Chinese to the latter.

The police reported yesterday that on Sunday morning a slight outbreak of fire occurred in a tobacco shop at 290, Des Vœux Road West, resulting in damage to the extent of \$100. The Fire Brigade turned out.

The celebrated sacred red bridge at Nikko, Japan, which, with all the other bridges over the river there, was carried away in the typhoon on the 28th ult., was built in 1638 and last repaired in 1892. It was 84 feet long and 18 feet wide.

A telegram to the *N.C. Daily News*, dated Tientsin, 8th October, says:—"There has been a grand exchange of costly banquets between the Viceroy Yuan Shikai and the Russian railway officials at Tientsin. General Basilskiy returns in the Viceroy's special train to-day."

With regard to the structural strength of torpedo-boat destroyers, which has caused so much anxiety of late, Messrs. Yarrow point to the eight they have constructed for the Japanese Government, which have all been navigated by Japanese crews from England to Japan, in many cases encountering very severe weather. From the reports received from the Japanese naval authorities, none of the vessels have shown the slightest sign of straining or defect or construction or want of strength.

Further catastrophes due to the last typhoon are recorded in the Japanese papers. It is reported that the great Asio copper mine was filled with water by the typhoon, and all the connecting roads and bridges destroyed: 300 people were killed in the mine. 62 deaths are assigned to the Odawara tidal wave, and 30 more persons are missing. In Tohigi Ken, in the path of the typhoon, 10,929 houses were destroyed, 159 people killed, and 124 bridges washed away.

A Canton despatch to Shanghai states that owing to the Peking Government having been informed that the proscribed Reformers, Kang Yu-wei, is the chief author and instigator of the Kwangsi "rebellion," and that he is reported to be fully occupied in organising a similar great rising in Kwangtung and the Yunnan provinces, secret orders have been issued to the Viceroy and Governors of the Two Kwangsi and Yunnan provinces to use every endeavour to capture Kang Yu-wei, who is believed to be at present in Canton.

The German steamer *Samo*, 625 tons, which has been lying at Nagasaki for sale for over a year, has been bought at last by a Japanese firm for about \$5,000 yen.

The *Hatsukaze*, the steam yacht built by the Mitsui Bishi Co. as a present for the Crown Prince of Japan, was launched at Nagasaki on the 4th inst., and made a successful trial the same day.

The *Vladivostok* considers that the time has come to establish in Japan a Japanese paper under Russian direction to combat similar papers subsidised by foreigners, which apply themselves to representing the Russians to the Japanese as the latter's worst enemies, and to promoting by their calumnies defiance and hatred of Russia.

Cholera has broken out afresh in Manila, due to the return of torrid weather. The close of the exhausting rainy season usually brings relief in temperature, but conditions are now as unfortunate as in May. Reduction in the force of sanitary inspectors when the disease seemed to have run its course a few weeks ago now provokes severe comment as an instance of poor economy which saved dollars at the cost of lives.

The visit of Baron Shibusawa to Europe was largely with the view of discussing, and if possible arranging for, the introduction of foreign capital for the railways of Japan, says the *L. & C. Express*. We understand that though a good many interviews have taken place in various quarters that no definite arrangements have been completed. The foundations of future possible business may, however, have probably been laid.

The greater portion of the torpedo-boats ordered by the Russian Ministry of Marine to be built in the Nevsky shipbuilding yard at St. Petersburg, will, as we have already learnt by telegram, be sent out to strengthen the naval squadron in the Far East. As many boats will be sent out as can be completed before this year's navigation of the Gulf of Finland comes to an end. Of the boats ordered by the Ministry of Marine, nine have left the Nevsky yard, and are now at Cronstadt, where they will undergo their trial trips, and also have their armaments tested.

The *Sec*, in an apparently inspired article last month, urged the necessity for Russia to build two men-of-war for every one constructed by Germany, whose naval development is alarming both for Russia and England. In view of the Anglo-Japanese Alliance, the Russian fleet in the Pacific ought to be at least five times as strong as it is now, and in the Mediterranean Russia should be able to protect her interests in the Levant. The realisation of this programme would cost a very large sum, but it is indispensable if Russia is to retain the respect of the other great maritime Powers.

## FIRE ON GERMAN STEAMER.

The Hamburg-America Linie contumaciously informed us yesterday afternoon that they were in receipt of the following telegram from Singapore:—"S.S. *Königsberg* put into Sabang; fire broke out on board in No. 2 hold. The fire is now extinguished. Seven hundred tons cargo are very much damaged. The ship proceeded to Penang to discharge the damaged cargo."

## EXCITING INCIDENT IN THE HARBOUR.

Early on Saturday morning—to be precise, at 1.30 a.m.—an armed robbery was committed on board a junk at Samsoi, when a gang of men fire in number overcame and robbed the occupants of a box containing about \$300. Two of the robbers were known to the people on the junk, and when the occurrence had been reported to the police steps were taken to close the first loophole of escape that is sought by native offenders against the law—the Canton River boats. In this way the arrests of one or two were effected, although, in at least one case, with much difficulty. The prisoners were placed on a police launch, and one of them suddenly broke away and disappeared over the side. He was an expert diver apparently, for he did not reappear till quite a distance had been traversed underneath the water; even then he was seen for a moment, going out of sight again when he had had a breathing spell. Chinese constable 235, however, showed that two could take a hand in the game, and he took a header after the escaping prisoner, who was again invisible. The constable proved the better swimmer of the two, and eventually came up with his quarry, who was in an exhausted condition. There was a large wound on his forehead, caused probably by his striking something in his flight through the water. This, and the additional fact that he had been swimming hard for twenty minutes, were doubtless circumstances in the lagoon's favour, otherwise the prisoner might have got away. The incident was followed eagerly by an appreciative crowd of Chinese on the wharf. The man is now in hospital for treatment of the wound on his forehead.

## LATEST STEAMER MOVEMENTS.

The Imperial German mail steamer *Sachsen*, carrying the German mails with dates from Berlin of the 16th ult., left Singapore on the 12th inst., and may be expected here on or about the 16th inst. p.m.

The M.M. steamer *Annam*, with the next French mail, left Singapore yesterday, at 9 a.m., for this port via Saigon.

The P.M. steamer *China*, with mails, etc., left Nagasaki on the 12th inst. at 1 p.m. for Manila, and is due there on the 16th inst. at noon. The American mail has been transferred to the French mail *Saxonia*.

The C.P.R. steamer *Athenian* arrived at Shanghai at 7.30 p.m. on the 11th inst., and left again at 5 a.m. on the 12th for Nagasaki, where she was due to arrive at 9 p.m. yesterday.

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

## FAR EASTERN AFFAIRS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 12th October, 11.45 a.m.

## THE SIAMESE QUESTION—FRANCE STILL UNSATISFIED.

French public opinion first aired the new Convention with Siam as satisfactory, but is now pessimistic. The *Edclair* says that French interests required the possession of the province of Battambang, and adds:—"We have let slip the guarantees of 1893 and abandoned our ancient rights: we have opened to foreign commerce, and, *comme toujours*, all we get in return is—sand." It is stated that this unquestionably reflects a considerable portion of French educated opinion.

## REUTE'S SERVICE.

LONDON, 11th October.

## THE COAL-MINERS' STRIKE—SUFFERING IN CANADA.

With the advent of the cold weather, the dearth of fuel is causing great suffering among the poor in Montreal. There is a marked increase in mortality among children.

## THE STRIKE IN FRANCE.

Numerous shipments of English coal have been sent to France owing to the strike of coal-miners in that country.

ANOTHER IRISH M.P. IMPRISONED.  
Mr. J. P. Farrell, Nationalist M.P. for Longford, has been sentenced to two months' imprisonment with hard labour, for intimidation.

## NEW ATLANTIC SERVICE.

The Canadian and British Governments have decided on the establishment of a service of fast steamships between Liverpool and Canada.

## THE EDUCATION BILL.

The first meeting of the re-constructed Cabinet was held in London to-day. The Education Bill was the principal subject of discussion.

## SOMALILAND—OPERATIONS RENEWED.

Active operations in Somaliland have been renewed. Colonel Swaine reports the capture of five thousand sheep in the Hand country.

## THE FRENCH COAL STRIKE.

Movements of troops are observable in all directions in northern France converging on the strike-districts. There is much talk in mining centres of a monster march of strikers on Paris.

## ROBERTS AND KITCHENER AT LIVERPOOL.

The freedom of the city of Liverpool has been conferred on Lords Roberts and Kitchener.

## GORDON'S STATUE SUNK IN THE THAMES.

The steamship *Cedardene*, conveying the bronze statue of General Gordon for Khartoum, has been sunk by a collision in the Thames. The vessel has since been refloated, and the statue transferred to the s.s. *Lebanon*.

## THE "YOSHINO MARU" DISASTER.

As announced in our Shanghai correspondent's telegram yesterday, the Hongkong-owned steamer *Yoshino Maru* has been burned while on a voyage from Shanghai to Kobe. From further messages received by the agents here, it appears that the disaster happened while the vessel was near Sato-maki, the southernmost promontory on the island of Kishiu, Japan, at the end of the Van Diemen Strait. The *Yoshino Maru*, presumably, was passing through the Strait on her way to Kobe when she caught fire. The first telegraphic communication received in Hongkong concerning the disaster came from Yokohama and was to the effect that it had been reported from Moji that the *Yoshino Maru* had apparently been abandoned by the crew at the point indicated, and it was supposed that the crew had been picked up by a steamer and taken to Nagasaki. Another telegram received on Sunday stated definitely that the *Yoshino Maru* had been burned at sea and that the transport *Brooke* had picked up the crew off Sato-maki and landed them at Nagasaki.

It is not known here what cargo the steamer was carrying. The general opinion among shippers is that it was in all probability cotton, and if such is the case there can be little doubt that the ship is a total loss. Her registered owner is Mr. G. H. Macdonald, of Messrs. Dalmell & Co., Ltd., Hongkong. She is an iron screw steamer of 2,049 tons register and was built in 1898 by Messrs. Campbell, Macintosh & Bowditch, Newcastle-on-Tyne; dimensions—277 ft. long, 37.6 broad and 24.2 deep. The *Yoshino Maru* was in Hongkong some months ago.

It is believed that there are no local men among the European crew.

## THE VOLUNTEER CAMP.

Sunday was a dull day. Comparatively few Volunteers were in camp, and those who were found it hard to kill time after the morning's work was finished. Sleep was practically out of the question, for a host of flies had joined forces with the ants and made the woeing of *Morpheus* a vain thing.

Rev. C. H. Hickling, minister of the Union Church, came over in the morning and officiated at church parade, which showed a strong minister. After breakfast lectures on matters relevant to the playing of the grim game of war were given by two of the sergeant instructors attached to the Corps, Major Pritchard, the Commandant, also participating. On Saturday afternoon Major W. Baker Brown explained the operation and use of the search-light, etc., in its comparative relationship to Garrison artillery and a hostile vessel entering a harbour. All of these lectures were interesting because instructive, and were listened to attentively by the Volunteers.

On Sunday at noon Major Pritchard made an inspection of the tents, which had previously been carefully set in order. This over, the rest of the day was left for its occupation to the inclinations of the Volunteers, who were free from duty, excepting, of course, the gun drill. Some had a shoot over the range, and others sharpened themselves up in anticipation of the visits of friends to see them in their war-paint. The opportunity, too, was a fine one for those who were home at the Coronation, and they made some of their less fortunate fellows envious by recitals of their experiences and adventures on the trip to the light little island over the seas. In the afternoon, when the visitors put in an appearance, kodaks were produced, and amateur Tommy Atkins posed in appropriate attitudes in front of their little canvas houses for the snap-shots that should afterwards be held as interesting souvenirs of another camp in the history of the Hongkong Volunteer Corps.

On Sunday evening the band of the regiment obliged with a few selections, interspersed with contributions to the musical programme by Volunteers and a trio from the regular army, who proved a good combination of instrumentalists. There is talk of an organised concert for to-morrow night, and a good indication of its eventuating is to be found in the small platform already erected for the accommodation of the entertainers.

Yesterday morning and again in the afternoon the mystic of big-gun drill were again delved into. Everything is being done in this direction to bring the newly-embodied Garrison artillerymen "up to scratch," and for useful instruction the present camp should close with a high record indeed.

## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

## STORM-WARNINGS.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 10th October.

SIR,—With reference to the question of storm-warnings now occupying the attention of the Chamber of Commerce and the ship-masters of this port, there appears to be no reason why the question should not be settled on the lines of reason and expediency. We can calmly consider what it is that is wanted here without imputing motives to anyone, and for the nonce I think we had better consider *Sic ut est non-existent*. Shanghai and Swatow are well able to stand on their own feet, and comparisons at present would be edious.

Let us suppose that we have all started on a clean page, with no other idea than to elaborate the best system of storm-warning that can be devised in the interests of the trade of this great port. Then comes the question: "Is there anything defective in our present system of storm-warnings?" We have in evidence the signatures of thirty-eight well-known ship-masters, that things are not as they should be. As a reasonable estimate, we may take the value of the steamers commanded by these gentlemen at say, £2,000 sterling each, and the cargoes they carry per trip at say, £7,000 sterling, a sufficiently low estimate, which would give a round value of over one million pounds sterling at stake when these thirty-eight steamers are at sea, besides the lives of crew and passengers, for which owners are liable up to £15 per gross ton of these vessels. Now, the ostendans of all this property, and these valuable lives, must be admitted to have an interest in the matter of storm-warnings, and cannot be set aside by the plea that they are not meteorologists according to Dr. Dobereck, that is to say, skilled in running an observatory; they do not pretend to this, but as a matter of fact they are, and all first-class practical meteorologists, and their knowledge enables them to take vessels safely through all kinds of weather, from fogs to typhoons, and without such knowledge they would be helpless, for there are no observatories to issue warnings on the high seas, other than those supplied by nature, so that a shipmaster at sea has nothing to guide him save his own judgment. But reliable information of the movements of storms at a distance, supplied before he leaves port, may be of inestimable value to him, and the most efficient and best manner of supplying this information is what we want to get at.

Why are our present signals objected to? One reason is, I think, that they are too few, and too vague. Most of us can tell long before any drum is hoisted that there is a depression to the eastward by the drift of the clouds, the behaviour of the barometer, and the general appearance of the weather, and, but telegrams, I do not think Mr. Figg himself can do much more. But the knowledge is vague; we want

to know more than this. At present there are four signals and the gun is used during the day-time, and two night signals made by lanterns. Now, when any one of these signals is hoisted, the boat population get restive and want to clear out for shelter; days before there is any need. Small blame to these poor people! Well, this stops work afloat, and merchants have to stand the loss, simply because a typhoon is known to be coming, and cannot possibly get here under 70 hours. The drum is up, however, and John Chisnall says "Have got typhoon!" So much for the vagueness; but we will be told, the signal is meant for the shipping; and so it is, but John thinks it is meant for him too. There should be a rule or understanding that the boats are not to stop work till the first gun is fired and after that a special signal be hoisted to mean "Boats take shelter"; the first gun to be fired when the storm is within a certain distance of the Colony, and strong wind is expected. A gun fired and not followed by a signal is useless. For the shipping, the most valuable information that can be given is to publish the latitude and longitude of the centre of any storm approaching us, or moving in any other direction, every four hours, or oftener; and post the meteorological register regularly on the wharves and other prominent places where it can be seen by shipmasters. Of course to be able to give the position of storm-centres approximately, which is all that is required, cordial co-operation with the Philippines and the South Cape, Formosa, is absolutely necessary, and a system of telegrams arranged, and it should be understood that when a storm has passed north of Formosa, the northern stations should take it up and wire bearings. We are concerned with the storms which pass over the Philippines or come through the Babes Channel and those which re-curve and pass up the Formosa Channel. Then as to the number of the signals to be shown before the storm comes within our ken; the requirements for this port are not quite the same as for Shanghai, which port has 77 numerical signals made by flags relating to the situation of storms, and eight other signals also made by flags, indicating the direction from which the gale is expected to blow, and the places threatened; and these signals seem to meet with general approval, as stated to Shanghai.

Possibly Mr. Figg's objection to flags as the medium is well founded, for various reasons known to experts, and not necessary to go into, but we have now the new commercial code with a system of distant signals depending on form, not on colour, which would lead itself exactly to our needs. With two balls, two cones, and one drum, any signal in the new code-book can be made, or a semaphore of four arms can be used in a similar manner; or a series of 37 single hoist-signals can be made with the symbols or shapes, which would probably be found sufficient for our wants. The plan is simple and I think suited to our needs. For instance:—

(Signal)

A. Cone, cone, ball (112). Typhoon entering Babes Channel, travelling W.N.W.  
B. Cone, ball, cone (121). Typhoon re-curve to the N.E. near Mandarin's Cap.  
C. Cone, ball, ball (122). Centre will pass near Hongkong, violent shift (S.W.) expected. And so on. These signals could be rendered distinctly meteorological by adopting two diamond shapes instead of two balls. One diamond appearing in every hoist would indicate local meteorological signals, and thus not interfere with the code-book. The shapes need not be larger than those now in use, at the Peak, but these are matters of detail, the great point being that every hoist would convey definite information.

The signal "typhoon east of the Colony" is vague and not up-to-date, that is to say, it means a typhoon on a point on the eastern horizon bearing anywhere between N.E. and S.E. The vagueness of this is apparent, and a difference of bearing of eight points laid off on the chart from Hongkong will make the point clear. East of Hongkong is South Cape, Formosa, N.E. is the Formosa Channel, S.E. the coast of Luzon; can anybody say that the signal "typhoon east of the Colony" is anything but vague? It is far more than official confirmation of what every seaman already knows, and these signals are said to be for the benefit of seamen. The same applies to the other signals.

We require definite information; anything else is mere "look-see" and useless.—Yours, etc., G. C. ANDERSON.

## DRAINS AND DUST.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 11th October.

SIR,—A fellow feeling makes us wondrous kind, and I sympathise with you both in regard to the foul-melling drains, of which mention was made recently in a paragraph in your valued paper, and the invasion of dust to your office from the building now in course of demolition in the same lane. Both these nuisances are so really preventable that I am surprised they can be allowed to continue. The dust from the sea in course of demolition should be laid by water from the sea, instead of being allowed to be the sport of the N.E. monsoon. Regarding the smells from sewer openings of the new reclamation, I must say they are at times intolerable. Sitting in my office I have sometimes to leave my desk and go somewhere to get fresh air. The worst of it is that it seems to be the faint, almost pure sulphurated hydrogen gas, at times, at which my chemical text-book tells me is fatal to 1,000 of air, according to the weight of the gas, and does so in the same manner as it does in 800.

—Yours, etc., DES VŒUX ROAD.



## SUPREME COURT.

Monday, 13th October.

## IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR A. G. WISE  
(PUNISH JUDGE).

## COLONIAL TREASURER v. NUI PUK.

This was a case in which plaintiff sued for a sum of \$74,700, being the amount forfeited by the defendant under a contract entered into by him with the Government and dated 25th September, 1901, for the conservancy work (removal of night-soil, etc.) for the City and Hill District for three years from 1st October of that year. Mr. H. L. Denny, Acting Crown Solicitor, appeared on behalf of the plaintiff.

The suit had been originally called on Friday last. At that time an adjournment was made on account of the question arising whether the case was admissible in Summary Jurisdiction. Mr. Denny arguing that it was admissible as being a forfeiture under the meaning of the Ordinance, the words in the contract being: "likewise forfeit to the Crown."

His Lordship decided that the suit was admissible.

Mr. Denny stated that the defendant had sent a letter of date 15th September, to the Government to the effect that owing to heavy losses—some \$30,000—in connection with the conservancy contract, he was forced to discontinue it, as he was deeply in debt. The long drought had seriously hampered him, and the unreasonable rain, when it did come, was too much for him.

His Lordship—I think that will do, Mr. Denny.

In his letter, which was formally put in, the defendant further stated as one of the reasons for his inability to continue the contract, that "the robbers demanded three times as much blackmail from him as from former contractors, as they thought that he could pay a large sum to the Government he could give them more too."

J. Loongnam went into the witness-box and gave evidence that he had served the writ personally upon the defendant.

Then Dr. E. W. Clark, Medical Officer of Health, was the only other witness. He said that in August and September last he had been Secretary to the Sanitary Board. Defendant was the conservancy contractor for the City and Hill District for the three years from 1st October, 1901. His agreement had been cancelled by the Governor from 1st October of this year in consequence of the receipt of the letter which had just been produced.

Mr. Denny—In consequence of the defendant throwing up that contract, was there a serious danger of the Colony suffering from epidemic?

His Lordship—I do not think it is necessary to go into that.

Mr. Denny—But I want to show why the penalty is so large.

The question having been repeated, Dr. Clark answered in the affirmative.

His Lordship (to Mr. Denny)—Of course you may not recover any of this money?

Mr. Denny—We may not recover a cent.

His Lordship—Judgment for plaintiff and costs.

The Court afterwards adjourned.

This sum for the recovery of which decree was given, is, we understand, the highest sum for which decree has been given in Summary Jurisdiction of the Supreme Court.

## POLICE COURT.

Monday, 13th October.

BEFORE MR. F. A. HAZELAND (POLICE  
MAGISTRATE).

## THE STOKES AGAIN.

For several weeks past thefts of copper from Aberdeen Docks have been going on, despite all efforts to prevent them. Sergeant Smith, in charge of the station at Aberdeen, was informed of the occurrences, and took means to circumvent the thieves. He set a Chinese detective to watch from a boat in the harbour what might transpire at the Dock establishment. Three days passed without incident, and just when it looked as though other means would have to be adopted to detect the offenders, the detective saw a quantity of sheet copper and copper nails dumped over the wall of the Dock into the water, which was then at its height. Later on, when the tide had receded, four Chinese were observed to steal down to the beach and pick up the metal, which they put into a basket and made off with, unobserved, as they thought. The detective and a constable were on the watch for such a move, however, and they followed the four men. Coming up with them, a rush was made for the thieves, three of whom were captured, one, unfortunately, getting clear away.

The three defendants were sentenced to eight weeks' hard labour each, and in lieu of one week's imprisonment, to be exposed in the stocks at Aberdeen for the space of two hours.

In front of the prisoners, when they are thus publicly exhibited, is placed a board on which is stated in Chinese characters the offences for which they are undergoing punishment, so that others who may read and profit by the lesson.

## A BAD CHARACTER.

Wong Yung, a coolie, denied that he was a rogue and vagabond.

P. C. Callaghan, who arrested him, said that at 1.30 yesterday morning he saw the defendant following a British blacksmith's cart down the street. He noticed him for nearly half an hour, during which time the man walked up and down the street, always followed closely by the defendant.

The accused, who said he was a newcomer to the Colony and was merely taking a walk when the constable arrested him, was sentenced to 14 days' hard labour.

BEFORE MR. E. D. C. WOLFE (ACTING  
POLICE MAGISTRATE).

## RUNNING AMUCK.

A carpenter named Heung Yau pleaded guilty to four charges of outstaying and wounding, and was remanded till the 21st inst. at 2.15 p.m.

The facts of the case are stated to be as follows: About half-past eleven on Saturday morning the defendant, armed with a hatchet, rushed at a native boy working outside a matchbox owned by Chiu Y. King, contractor, at Kennedy Town, with the evident intention of striking him. The boy saw him coming, however, and darted inside the matchbox, where he was followed by the defendant. A number of carpenters were at work in the shed, and at one of them, who was busy at his bench and did not see him approaching, the defendant ran. He struck him with great force over the back with the hatchet, inflicting a gash which brought the poor fellow to the ground, and while in this position the defendant struck him several blows about the shoulders and body. A second man came to his assistance, and himself received a wound from the hatchet on the forehead. The matchbox was now in an uproar, and the defendant ran out into the street and towards Queen's Road, pursued by several

of the carpenters whose shouts attracted the attention of an Indian constable. The latter made an attempt to stop the madman, and was wounded on the hand. Having overpowered this opposition, the defendant continued his flight along Queen's Road, and at last got into a ricksha. Farther along the street he was walking Chinese constable 374, Ho Hon, but before he quite grasped the meaning of the shouts of the crowd who still followed the defendant, the latter was some distance past. When he did realize what it all meant, the lagoon at once set off in pursuit, and in a short time came up with him, who jumped out of the ricksha and, after an ineffectual attempt at escape made a cut at him. To ward off the blow, which was aimed for his head, the lagoon held up his left arm, partly upon which and partly upon his helmet the sharp edge of the weapon descended. The helmet was split, fortunately without injury to the constable's head, but the hatchet cut through his coat and inflicted a nasty wound, one and a half inches long, on the forepart of the left arm. The plucky lagoon closed with his assailant, and a fierce struggle ensued in the street, both rolling over and over. Eventually, in answer to the lagoon's call, a second Chinese constable, No. 331, appeared on the scene, and between them they disarmed the prisoner and took him to No. 7 Police Station, where the affair was reported to Inspector Baker, officer in charge. Equities were instituted, and the man who was first attacked in the matchbox was found to be seriously injured that his dying depositions were taken later in the day at the Government Civil Hospital, whither he was conveyed, by Mr. Wolfe, Acting Police Magistrate. Yesterday he was reported to be progressing favourably.

HONGKONG GENERAL CHAMBER  
OF COMMERCE.

At the monthly meeting of the Committee of the Hongkong General Chamber of Commerce held in the Chamber Room, City Hall, on Wednesday, 9th October, 1902, at 3.30 p.m. Present:—Hon. C. S. Sharp (Chairman), Mr. W. Poole (Vice-Chairman), Hon. C. W. Dickson, Messrs. A. Haupt, E. A. Howett, N. A. Siebs, J. R. M. Smith, H. E. Tomkins, R. C. Wilcox, and A. R. Lowe (Secretary).

The minutes of the monthly meeting of the 10th ultimo were read and confirmed.

## STO. M. WARNINGS.

Read after dated 24th ult. to Hon. Colonial Secretary enclosing copy of Shipmasters' letter to the Chamber dated 10th ult. The reply of the Colonial Secretary dated 27th ult. was also read.

The CHAIRMAN said the correspondence had already been published in the Press and it would seem that the Government were not prepared to take part in any enquiry, but had offered to take into consideration the information gathered by the Committee.

The VICE-CHAIRMAN suggested that all the shipping firms be asked to obtain the views of their Captains on this subject and transmit them to the Committee, who could then formulate a report. After some discussion this course was agreed to.

## CHINESE STOWAWAYS TO THE PHILIPPINES.

Read letter from Messrs. Jardine, Matheson & Co., General Managers, Indo-China S. N. Co., Ltd., dated 20th ult., drawing attention to the a.s. Loongnam stowaway case and asking the Chamber to make representations to the Government with a view to the amendment of the local ordinance relating to stowaways and their ailments and ailments.

The CHAIRMAN proposed that this question should be re-opened with the Government in the hope that they might now be disposed to reconsider their decision with the later facts before them, and make the penalty under the present Ordinance a really deterrent one. It was unanimously decided to adopt the Chairman's suggestion.

ALLEGED DIFFERENTIAL DUTIES ON PAPER  
MANUFACTURED IN HONGKONG AND  
IMPORTED INTO SHANGHAI.

The Tai Ming Paper Manufacturing Co.'s letter of 6th instant was read stating that their paper imports into Shanghai now only paid duty on basis of 5 per cent. on the invoice cost, and expressing their thanks to the Chamber for the redress obtained.

## "COLONY FREE FROM PLAGUE."

A letter was read from the Colonial Secretary, dated 18th ult., stating that the Colony having been free from plague for a period of ten days is therefore declared a clean port, and that clean bills of health are now issued.

In the course of discussion it was stated that in spite of the fact that Indo-China, Straits Settlements and the Netherlands Indies all grant quarantine arrivals from Hongkong, Shanghai still continued to do so, and the hope was expressed that news would shortly be received from Shanghai to the effect that the medical inspection of vessels arriving from that port had ceased.

MERCHANT SHIPPING AMENDMENT  
ORDINANCE.

With reference to the letter of the Chamber to the Government, dated 19th November, 1901, enclosing a petition from the representatives of the shipping companies in the Colony protesting that owners of steamers should not be made responsible for expenses incurred through removal and treatment ashore of passengers who may be taken ill on board, a letter was read dated 29th ult. from the Colonial Secretary stating that the Right Honourable the Secretary of State for the Colonies had received the memorial from the shipping firms and agencies in question but that he saw no reason for complying with the request of the signatories. After some discussion, it was decided to reply to the Government that the committee suggested the decision arrived at by the Secretary of State for the Colonies and that representations would be made to the leading Chambers of Commerce in Great Britain and their assistance asked to bring the outrageous provisions of the Ordinance before the Home Government with a view to their repeal.

ADDITIONAL FACILITIES FOR TRAFFIC ON  
THE WEST RIVER.

Read letter from the Hongkong, Canton and Mesopotamia Steamship Co., Ltd. (Indo-China S. N. Co., Ltd., and China Navigation Co., Ltd.), dated 19th ult., stating that the Cantonese authorities were willing and anxious that the a.s. Satawa and Nanhai should call regularly at all towns and villages in the Delta and on the West River between Canton and Wuchow to land and receive passengers who might then travel in safety, which was not now the case on account of the prevalence of piracy, and asking the Chamber to move the Chinese Government, through H.M. Minister at Peking, to grant the necessary permission.

A telegram was despatched to Sir Ernest Satow on the 24th instant to meet the above request.

The CHAIRMAN said that they could only hope the concessions asked for would be granted, but so far, he understood, nothing definite had

been arrived at, although negotiations were still in progress at Canton.

THE CHAIRMAN'S REPRESENTATIVE ON THE  
LEGISLATIVE COUNCIL.

In consequence of the receipt of a letter from H. E. the Governor informing the Chamber that Mr. Whitehead's term of office, temporarily filled by Mr. E. Shaw, expired on 31st ult., and asking the Chamber to nominate a candidate to fill the vacancy, a special general meeting of the members was summoned for 3rd instant at which Mr. Shaw was re-elected new com.

## THE CHAIRMAN said that Mr. Shaw was

unfortunately unable to be present at the meeting to-day, but they nevertheless tendered him their congratulations on his re-nomination.

## PROPOSED LICENSING OF PILOTS.

Read letter to the Colonial Secretary dated 29th ultimo, covering the further report of the Sub-Committee.

The SECRETARY reported that so far no reply had been received.

## NEW PUBLIC HEALTH AND BUILDINGS BILL.

It was agreed to postpone the discussion of the new Bill until it was known in what shape the Government intended to bring the measure forward again.

NEW COMMERCIAL TREATY—THE  
REFUND OF 5 PER CENT. SPECIFIC TARIFF.

It was also decided to await receipt of the official copies of the above before discussing their conditions.

This concluded the proceedings.

## WILLIAM POWELL, LD.

The first general meeting of shareholders in William Powell, Ltd., was held yesterday in the premises in Queen's Road. Mr. T. H. Reid (Chairman) was present, also Messrs. W. C. Drew, R. E. Ezekiel, A. G. Stokes, T. Arnold, Captain Farrow, and Mr. R. G. Heckford (manager).

The MANAGER having read the notice calling the meeting,

The CHAIRMAN said—Gentlemen, As the directors' report and statement of accounts have been in your hands for some time we will take them as read. Your directors are pleased to be able to come before you with what must be considered a very satisfactory report. Circumstances within the knowledge of shareholders have not been favourable during the past year for a business like ours, and yet in the first year of the company's existence we are able to propose a dividend of 10 per cent. (half of which has already been paid) and to set aside what is, comparatively speaking, a considerable sum for depreciation of stock and fixtures and the reduction of the sum paid for goodwill. A reference to the accounts will show you that the depreciation of stock was \$9,270.88; for fixtures and fittings, \$72,112; and for goodwill, \$5,000. The stock has been valued by our Manager, who assures us that the valuation is a fair one; but as you must be aware, a stock like ours is liable to depreciation from causes quite outside our control, and therefore it is extremely desirable that ample allowance should be made for this in the yearly accounts. During the year the company acquired the stock and goodwill of a similar business carried on by Mrs. Stockhausen. The wisdom of this step has been fully justified by results. In the month of April, having in view the approach of the slack season, and the desirability of personal consultation between our Manager and our buyers in London, it was decided by us to send Mr. Heckford to England. This visit has been highly satisfactory, and the outcome, we are confident, will put the ultimate benefit of the company in his absence. Mrs. Stockhausen managed the business with great credit to herself and to the satisfaction of your directors. Having before us the steady increase in the European population of the Colony and the larger number of visitors passing through, we decided to extend the gentlemen's outfitting department and while in London Mr. Heckford bought an up-to-date stock and engaged a new assistant, who has had experience in this trade. The goods acquired will be sold at good prices, and the smaller store meanwhile and equally remunerative results to those already attained may be confidently anticipated. The dress-making department has been a decided success and should the approaching winter season be fuller of social engagements than the last, the goods Mr. Heckford was able to select in London should be taken off our hands at profitable prices. Before your present directors joined the Board the unsuitability of the present premises was recognized and arrangements have been made with Messrs. Watson & Co. for a shop and show-rooms in the new block of buildings now under construction for them in Des Voeux Road. These premises will be easier of access for customers and will afford better opportunities for the display of goods, and the result ought to be a greater expansion of business. There are no other details to which I wish to direct your attention, but if any shareholders desire further information I will endeavour to answer his questions before moving the adoption of the report and accounts.

Mr. ARNOLD—There is a very large amount written off for bad debts: would it not be possible to recover some of that?

The CHAIRMAN—I am afraid there is not any likelihood of our recovering any large amount.

Mr. ARNOLD—Have any legal proceedings been taken?

The CHAIRMAN—In some cases they were.

Mr. ARNOLD—What was the result?

The CHAIRMAN—In some cases we recovered; in these cases we did not recover.

Mr. ARNOLD—With regard to the amount written off, were any legal proceedings instituted to recover these?

The CHAIRMAN—I cannot say off-hand.

Mr. ARNOLD—For it seems to me that every effort should be made to get the money, even if we go to the extent of taking legal proceedings.

The CHAIRMAN—I think they should, Mr. Arnold; but you must remember that we took this over as a going concern, and some of these debts are actually book-debts that we took over and which we have failed to recover.

Mr. ARNOLD—But I mean there is nothing to prevent your summoning these people.

The CHAIRMAN—I am afraid that I cannot give you any more satisfactory answer than I have. Mr. Arnold, you will be sure we are doing our best to recover these amounts, but in a retail business like this you know how difficult it is to get people to pay cash for small amounts.

Mr. ARNOLD—But there are people in the Colony who never care to pay anything—until you have compelled them by legal proceedings.

The CHAIRMAN—I am sorry to say there are.

Mr. ARNOLD—And I do not see why they should not be so dealt with.

Mr. STOKES—I am sure with Mr. Arnold's remarks that you should do what you can to recover these debts by pressure. If people will not pay on asking, you should use pressure where it is possible.

The CHAIRMAN—I think we have used a good deal of pressure in these cases. We have tried to squeeze out some of us, and, and these have been put down as bad debts because we considered them absolutely bad debts.

Mr. ARNOLD—Cannot they be placed in anybody's hands to be recovered upon commission. In the case of another company I know that was done. Could not this be done here?

The CHAIRMAN—We might do so where the people are in the Colony.

Mr. STOKES—Of course if they are out of the Colony they are out of the jurisdiction of the Court.

The CHAIRMAN—Well, gentlemen, if there are no other questions, I have to move the adoption of the report and the passing of the accounts.

Mr. EZEKIEL seconded, and the motion was adopted unanimously.

Mr. ARNOLD moved the re-appointment of Messrs. T. H. Reid and W. C. Drew as directors in place of Captain A. Tillett and Mr. H. Humphreys, resigned.

Mr. STOKES seconded, and the motion was adopted.

Mr. STOKES proposed the re-appointment of Mr. W. Hutton Potts as auditor.

Mr. DREW seconded, and the motion was adopted.

The CHAIRMAN—That is all the business, gentlemen. Dividend warrants will be ready this afternoon, and may be had on application.

Mr. ARNOLD—I think a vote of thanks is due to the directors and the manager for the satisfactory report they have been able to place before us. With the first year's working we have every reason to be satisfied. I only hope these warrants will be written off for bad debts and depreciation next year.

The CHAIRMAN—I hope we will have a more satisfactory report next year.

## LATE TELEGRAMS.

NEWS VIA SHANGHAI AND YAPEN.

## THE ATLANTIC SHIPPING QUESTION.

London, 1st October.

Mr. Gerald Balfour, President of the Board of Trade, has just delivered a speech in reference to the Atlantic shipping trade. He pointed out that the British companies remain British companies. He also added that His Majesty's Government have decided to grant an increased subsidy to the Cunard Company, which will forthwith build two immense twenty-five knot steamers for the New York-Liverpool route, the Government supplying the money. Mr. Choate, U. S. Minister to London, also spoke, emphasising the Anglo-American community of interests.

London, 2nd October.

The Canadian Pacific Railway Company is arranging for a new Trans-Atlantic service irrespective of the question of a subsidy.

The Morgan Shipping Combine has been established with headquarters at Trenton, New York. Mr. Griscom has been elected President of the Corporation.

Berlin, 7th October.

In spite of the subsidies granted by Great Britain to the Hamburg line, the Hamburg and Bremen lines in the event of his success, the German Government will support an agitation for an increase of the subsidies or for the granting of subsidies to the American line, for which no subsidy is paid by the German Government until now.

CENTRAL AMERICA.

London, 1st October.

The American cruiser Montgomery has been ordered to La Guayra in response to an urgent request from the United States Minister to Caracas.

## THE NEWCHANG RAILWAY.

Peking, 1st October.

The purpose of the agreement regarding the transfer of the Newchwang railway to China is as follows:—

1.—Russia shall transfer the railway on the 27th September according to the stipulation of the Treaty of Peace signed on the 26th June (Russian calendar).

2.—Russia and China will appoint commissioners for the settlement of the matter and settle the procedure for the transfer of the railway.

3.—The Chinese Railway Bureau will receive the railway and the materials for repair.

4.—Russian troops will be entitled to claim any and all privileges and concessions on the Newchwang railway that may be enjoyed by the other Powers interested in the Peking-Shanghai railway.

5.—The travelling of Russian time-expired men and troops for the relief of forces already on the station shall be free as long as the troops of other Powers are transported free of cost by the Peking-Shanghai railway.

6.—The Post Office at Shanghai will be restored to China when Great Britain transfers the Post Office at Tientsin.

7.—The telegraph wires laid alongside the railway will be treated according to Art. 8 of the Anglo-Chinese agreement signed with regard to the restoration of the Peking-Shanghai railway on the 19th April.

8.—The charges for mail-cars shall be paid according to the number of trips.

## THE DEADLY AUTOMOBILE.

Berlin, 6th October.

The Crown Prince of Greece has hurt his head, owing to an automobile accident.

## FRANCE AND SIAM.

Berlin, 7th October.

The French Government has closed a treaty with Siam. France loses thereby Chantabou, but will receive Muephy and Bassac, both in the hinterland of Cambodia on the right bank of the Mekong. Siam further agrees to undertake nothing in the neighbourhood of the Mekong without France's consent, and to employ only Siamese troops under Siamese officers.

## THE BOERS AS COLONISTS.

London, 1st October.

French Press reports contain accounts of Boer overtures for concessions of agricultural lands in Madagascar. Governor-General Gallieni recommends the grants. He has stipulated with the applicants that they shall become naturalised and adopt the French language, conditions to which they have agreed. Le Matin claims to reflect official views in the opinion that the proposition should be favourably considered on the ground that it promises better than anything yet proposed for the solution of labour and other vexing problems in Madagascar development.

London, 7th October.

Mexico is offering inducements for Boer colonisers. The correspondent of the Post at Vienna reports that representatives of the Mexican Government who have been recruiting immigrants in Germany and Austria have now gone to Amsterdam and that letters from them indicate a prospect of gaining there promises of help from the Boer leaders. Colonisation is sought for the states of Nueva Leon and Coahuila, where general agriculture, stock raising, mining and various industries are to be encouraged. The government will establish common schools and industrial schools in which trades may be taught. Land will be granted to bona-fide permanent settlers.

## THE FRIAR QUESTION.

London, 1st October.

Mg. Guidi, apostolic delegate to the Philippines, will not start for Manila until Oct. 19. He will sail from Marseille. Negotiations with the Philippine Government over the friar lands must thus be postponed until December. Mr. Guidi has been in receipt of exhaustive pleadings and petitions from friar sources and gives audiences daily to callers with grievances and suggestions. Reports agree

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PROMPT RETURN.

Hongkong, 2nd September, 1902. [384]

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CALENDARS. CARDS. LABELS. MAPS. PLANS. [2637]

that he listens attentively to all presentations, but avoids committing himself on any of them.

MOROCCO.

London, 1st October.

A fresh outbreak is reported in Morocco by the adherents of the Sultan's brother. He has rallied the Berber tribes to his cause and has incited them to revolution by promises of large rewards in the event of his success. The Sultan is now under siege by them. The Governor reports that he fears that he cannot pacify them as he has done before. They threaten next to proceed to Fez.

## A POSTPONED PEACE CONFERENCE.

London, 2nd October.

The International Peace Conference which was to be held this month at Vienna has been indefinitely postponed. Delegates now at Vienna to take part in it express much disquiet over this result, for they did not learn until arrival that so many excuses had come from various quarters, on plea of pressure of other official work, as to rob the conference of international character. The delegates who responded declare that they will not accept another invitation and are returning home highly offended.

## RUSSIA AND THE UNITED STATES.

New York, 2nd October.

Washington advice through the Russian Minister that M. de Witte will visit the United States will have the effect of delaying the appointment of a new American Minister to St. Petersburg. It is believed that an understanding in y by reached with M. de Witte in Washington in regard to tariff adjustments between the United States and Russia. Commercial interests in both countries are eager for a new treaty. Few Russian goods reach the United States but a Mexican agricultural and mining exports are favoured in Russian markets, and the Russian Minister reports that the substitutes sent to Russia since the prohibitive tariff went into effect have not satisfied the demand. If differences may be adjusted by a new commercial treaty at Washington the diplomatic problem at St. Petersburg will be much simplified.

## THE LOURENCO MARQUES RUMOUR AGAIN.

London, 3rd October.

Reports of English purchases from Portugal at Lourenco Marques have semi-official confirmation, according to the Standard. Definite announcement, it is promised, may be expected at the opening of Parliament that Portugal has consented to sell this port and that England will soon enter upon possession of Delagoa Bay.

## A VOLCANIC ERUPTION.

London, 3rd October.

Paucis is reported from Calabria in Italy because of the outbreak of Altomonte, a volcano which had been supposed to be extinct for centuries. The outbreak from the mountain threatens destruction to a wide cultivated area. No loss of life is yet reported.

## TRADE MONOPOLIES IN ARSINIA.

London, 3rd October.

The St. Petersburg correspondent of the Daily Mail writes that the Russian Foreign Office has issued protests against arrangements effected by French and British consuls agents in Arsinia to secure special privileges for their respective nationalities. French enterprise has captured salt and coffee rights and England is to be favoured in fur and wax industries. Both consular agents pay subsidies to native



## NOTICE.

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## NEW ADVERTISEMENTS

**MILKMAID SWISS MILK.**

JUST received a Fresh Stock of SWISS MILK. Price: \$2.80 per dozen. Half-dozen will be supplied at dozen rate.

H. RUTONJEE,  
5, D'Almeida Street,  
39 & 40, Higin Road, Kowloon.  
Hongkong, 14th October, 1902. [2734]

## THE KOWLOON GARRISON

ATHLETIC MEETING will be held at the HAPPY VALLEY, on FRIDAY, the 17th inst., commencing at 3 p.m. The Officers of the Kowloon Garrison will be "AT HOME" to their friends on the ground.

Hongkong, 14th October, 1902. [2737]

## THE PEAK CHURCH.

THE ANNUAL MEETING of WORSHIPPERS at the Peak Church will be held in ST. PAUL'S COLLEGE, on THURSDAY, the 16th OCTOBER, at 5 p.m.

BUSINESS:

1. To Pass the Accounts.
2. To Adopt the Report.
3. To Elect a Trustee.
4. To Elect a Committee.

F. T. JOHNSON,  
Hon. Secretary.  
Hongkong, 14th October, 1902. [2736]

## HONGKONG JOCKEY CLUB.

## NOTICE.

THE ANNUAL GENERAL MEETING of the MEMBERS of the above Club will be held in the CITY HALL, on TUESDAY, the 28th inst., at 5 o'clock p.m.

By Order,  
J. GRANT, Secretary.  
Hongkong, 14th October, 1902. [2735]

## POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW.

THE Company's Steamship

"THALES,"  
Captain Robson, will be despatched for the above port TO-MORROW, the 15th inst., at 4 a.m.

For Freight or Passage, apply to  
DOUGLAS LAIDLAK & CO.,  
General Managers.  
Hongkong, 14th October, 1902. [2730]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"  
Captain Roach, will be despatched for the above ports on THURSDAY, the 16th inst., at DAYLIGHT.

For Freight or Passage, apply to  
DOUGLAS LAIDLAK & CO.,  
General Managers.  
Hongkong, 14th October, 1902. [2731]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"LAISANG,"  
Captain Tadd, will be despatched as above on THURSDAY, the 16th inst., at Noon.

For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers.  
Hongkong, 13th October, 1902. [2729]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"SACHSEN,"  
OF THE NORDDEUTSCHER LLOYD,  
Captain Franke, due here with the outward German Mail about the 16th inst., will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to  
MELCHERS & CO.,  
Agents.  
Hongkong, 14th October, 1902. [2725]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"RUBI,"  
Captain R. W. Almond, will be despatched for the above port on SATURDAY, the 18th inst., at 4 p.m.

Highest-class Passenger Steamers, high powered, newest and most up to date on the run. All Accommodation amply. Electric Light and all other modern improvements. A Surgeon is carried.

For Freight or Passage, apply to  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 14th October, 1902. [2732]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ANNAM,"  
Captain Bellier, will be despatched for the above ports on or about SUNDAY, the 19th inst.

For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 14th October, 1902. [2733]

## ENTERTAINMENT



TO-DAY (TUESDAY), TO-MORROW (WEDNESDAY), AND THURSDAY, 14TH, 15TH AND 16TH OCTOBER.

## THE 20TH CENTURY PROJECTOSCOPIC COMPANY (EDISON'S LATEST).

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WILL PRESENT HIS ORIGINAL CREATION

THE BEGGAR'S DREAM,

which created quite a sensation in the Empire Palace Theatre, London, three years ago.

Everywhere is full of something, nowhere is full of everything.

NOTE.—The management wish to inform the public of Hongkong that they have the pleasure of bringing the first of Edison's latest inventions from America. This Machine is the latest improvement on all previous patents. In it Edison has done away with all the unpleasant laziness that tires the eye and courts headache.

C. HIGHETT, Manager.  
Hongkong, 11th October, 1902. [2721]

## PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of 30 per Share for the year 1901, equivalent to 60 per cent. on the paid-up Capital of \$50 per Share, has been declared.

Warrants will be issued on the 10th October.

By Order of the Board,  
W. J. SAUNDERS,  
Secretary.  
Hongkong, 9th October, 1902. [2714]

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FIRST ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the OFFICES of the Undersecretary at 12 o'clock Noon, on THURSDAY, the 23rd October.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd October, both days inclusive.

JARDINE, MATHESON & CO.,  
General Agents,  
Canton Insurance Office, Limited.  
Hongkong, 24th September, 1902. [2561]

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of THE CHINA-BORNEO COMPANY, LIMITED, will be held at the REGISTERED OFFICES of the Company, No. 4, QUEEN'S BUILDINGS, Victoria, in the Colony of Hongkong, on MONDAY, the 27th day of OCTOBER, 1902, at 12 Noon, for the purpose of confirming the following Resolution passed at the Extraordinary General Meeting of the Company held this day (11th October, 1902):—

That it is expedient to effect an amalgamation of this Company with THE BORNEO HARDWOOD COMPANY, LIMITED, in the City of London, and that with a view thereto the Provisional Agreement dated the 8th day of August, 1902, entered into in London between this Company by Mr. J. M. WHEELEY of the one part and THE BORNEO HARDWOOD COMPANY, LIMITED, of the other part and submitted to this Meeting with such modifications and additions as the Consulting Committee may consider will best serve the interests of this Company and to carry the same into effect.

Dated this 11th day of October, 1902.

By Order of the Consulting Committee,  
WILLIAM D. JUPP,  
Acting Manager.  
[2725]

## JUST PUBLISHED.

## TALES OF HONGKONG

By "DOLLY."

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W. BREWER & CO.

As the Edition is very limited, Orders should be sent in at once, to prevent disappointment.

Hongkong, 11th October, 1902. [2717]

FOR SALE.

FURNITURE of TWO ROOMS suitable for House-keeping; also Rooms To Let. Apply by letter to—

"EUROPEAN,"  
Care of Daily Press Office.  
Hongkong, 9th October, 1902. [2704]

## AUCTIONS

## PUBLIC AUCTION.

MR. H. N. MODY has received instructions to Sell by Public Auction, in One Lot,

TO-DAY (TUESDAY), the 14th OCTOBER, on the PREMISES, at 3.30 o'clock p.m.,

A VALUABLE LEASEHOLD PROPERTY

Situate between Des Vaux Road, Central and Queen's Road Central.

The Property consists of SECTION A AND THE REMAINING PORTION OF MARINE LOT No. 2 and MARINE LOT No. 2A. The property is held for the residue of a term of 99 years from the 25th June, 1861, at the annual Crown Rent for both Lots of \$310.84, and consists of the following premises:

MARINE LOT No. 2A.—No. 6, Des Vaux Road Central: round Floor let on a tenancy expiring on the 25th February, 1917, at the yearly rent of \$3,900 plus taxes. Tenant doing internal repairs.

First Floor and Godown at rear. In the occupation of Messrs. D. Sassoon and Company, Limited. Monthly tenancy at \$500 a month.

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Various Offices over the Godown at the rear let on monthly tenancies bringing in a yearly rental of \$1,800.

MARINE LOT No. 2 SECTION A.—No. 11, Queen's Road Central. Let on lease expiring on the 1st December, 1911, at the yearly rent of \$8,000 plus taxes. Tenant doing internal repairs.

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The Property will be sold according to a Plan which can be seen at the Office of the undersigned.

Particulars and Conditions of Sale may be obtained from

MESSRS. DEACON & HASTINGS,  
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Hongkong, 3rd October, 1902. [2633]

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THE Undersigned have been instructed to offer for sale privately, Sundry Lots of Machinery, at the WANCHAI MACHINERY GODOWNS and ENGINEERING ESTABLISHMENT, CROSS LANE, HONGKONG,

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HUGHES & HOUGH,  
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Hongkong, 4th October, 1902. [2680]

NOTICE OF REMOVAL.

WE have this day REMOVED our Business to No. 2, ZETLAND STREET.

HEUERMAN, HERBST & CO.  
Hongkong, 28th September, 1902. [2597]

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Hongkong, 2nd October, 1902. [2625]

## TO LET.

MEIRION No. 2, the Peak, 8 Rooms, House near the Flagstaff; from 15th October, 1902.

Apply to—

E. JONES HUGHES,  
Hongkong, 7th October, 1902. [2670]

## TO LET.

29, MOSQUE STREET, GROUND FLOOR.

Apply to—

LINSTEAD & DAVIS.  
Hongkong, 10th September, 1902. [2438]

## TO LET.

HOUSE No. 13, GAGE STREET.

Apply to—

E. A. DE CARVALHO,  
C. F. DE CARVALHO.  
Hongkong, 2nd May, 1902. [1277]

TO LET—UNFURNISHED.

NO. 14, SEYMOUR TERRACE, from 1st November next.

For Particulars, apply to—

LEUNG YAN PO,  
Comptroller,  
Care of Gibb, Livingston & Co.  
Hongkong, 2nd October, 1902. [2626]

## TO LET.

FURNISHED HOUSE at PEAK, with Immediate Possession.

Also Unfurnished: Nos. 5, 18, 19, 20, and 27, BELILIOS TERRACE.

For terms, apply to—

TURNER & CO.,  
Hongkong, 2nd October, 1902. [2623]

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SECOND FLOORS of Nos. 62 and 64, QUEEN'S ROAD CENTRAL, suitable for Offices.

Apply to—

SIU CHEUNG,  
81, Bonham Strand East.  
Hongkong, 13th September, 1902. [2449]

## TO LET.

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No. 255, Queen's Road.  
Hongkong, 26th September, 1902. [2567]

## TO LET.

BAHAR LODGE, the Peak; Vacant 1st November Next.

For terms and particulars, apply to—

HUMPHREYS ESTATE AND FINANCE CO., LD.  
Hongkong, 7th October, 1902. [2678]

## TO BE LET.

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Apply to—

MOK MAN CHEUNG,  
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Hongkong, 2nd August, 1902. [2600]

## TO LET.

NO. 33, LEIGHTON HILL ROAD, Double-fronted House.

Apply to—

AHMET RUMJAHN,  
10, D'Almeida Street.  
Hongkong, 27th September, 1902. [2576]

## TO LET.

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Apply to—

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Hongkong, 8th October, 1902. [2686]

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Hongkong, 12th September, 1902. [2444]

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HOUSES at CAUSEWAY BAY, facing the Polo Ground.

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GODOWNS at BOWRINGTON (PRATA EAST).

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 23rd September, 1902. [71]

## TO LET.

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Apply to—

G. GIRAULT.  
Hongkong, 3rd January, 1902. [2612]

## TO LET.

NO. 5, "MAGDALEN TERRACE," MAGAZINE GAP.

Apply to—

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Hongkong, 1st April, 1902. [197]

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Hongkong, 14th August, 1902. [2189]

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Hongkong, 25th July, 1902. [203]

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A. B. Code, 4th Edition.  
A. I. Code.

Lieber's Standard Code.  
TELEPHONE 232.  
Hongkong, 21st June 1901. [1217]

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Right opposite Robinson Piano Co.  
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## SPORT AND ANECDOTE.

BY AN OLD FOGGY.

WANTED: AMATEUR FOOTBALLERS  
OF COURAGE.

Differences of opinion on such a complicated  
question as the relationship of professionals and  
amateurs at Association football are inevitable.  
I have been much struck in my recent reading  
with the evasiveness of Mr. Reginald Foster,  
the old Malvernian, and Oxonian, and the  
frankness of Mr. G. P. Wilson, of the London  
Hospitals, the Corinthian, and several inter-  
national teams. Mr. Foster never says a single  
word in favour of professionalism *per se*, and  
he suggests that amateurs should encourage  
the friendly match, should avoid the big cup  
competitions, and should enter only for such  
trophies as are run on the soundest basis of  
amateurism. These remarks, coupled with the  
observation that players of the old school sadly  
deplore the importation of professionalism into  
a game which could have held its own so well  
without it, drives me to the conclusion that Mr.  
"Tip" Foster, as he was dubbed at Oxford,  
is not very partial to professional football—  
although he has many kindly words to say of  
several of the leading paid players and of their  
abilities as a body. I was delighted to see that  
while Mr. Foster appears to stand on his  
dignity, Mr. Wilson declares that there is too  
small an admixture of public schoolmen in our  
teams. He says with commendable boldness:  
"We want a leaven of public schoolboys in our  
Association teams, as officers are wanted in an  
army, and amateur captains on the cricket  
field." This is precisely the proposition I  
ventured to advance in this column when Mr.  
C. H. Fry threw in his lot with Southampton,  
and when three amateurs in Mr. L. A. Rowe,  
another London medical student, Mr. S. B.  
Ashworth, an architect, and Mr. Len Hales,  
of Chester, all played for Stoke. Mr. Charles Fry  
has never been the cause of the slightest friction  
at Southampton, and the young gentlemen of  
the Stoke eleven have never been a source of  
discord. The aims of every prominent football  
organisation in the land should be the discovery  
of gentlemen—not the so-called amateur—but  
the real Simon Pure, who will play the game  
for the pleasure it gives, and the fostering of  
local men (either unpaid or paid) with a talent  
for the great pastime of winter. Professionalism,  
of course, has its abuses and its shady sides,  
and always will have, especially so long as our  
teams are all paid men. Many of our profes-  
sionals are really men of sterling character, but  
naturally they would find their position strong-  
thened and their influence extended if public  
schoolmen allied themselves with the game as  
they used to do. The fact that amateurs have  
played with one or two clubs at least shows that  
one has not advocated the impossible. Mr. G. P.  
Wilson has the courage of his convictions, and  
does not regard the footballer as a "hired  
ruffian" and a "trained footpad."

THE PLAY OF PROFESSIONAL FOOTBALLERS.  
But if I do not find myself in accord with Mr.  
Foster on this question of policy, I agree with  
him in the main in his criticism of professional  
forward play, and his praise of their half-back  
and defensive manœuvring. I should, however,  
like to add that I am not with him when he de-  
clares that the professional centre-forward acts  
for himself. If he does he is not assisting his  
side, and the club manager should very soon re-  
move such an offender from the team. I once  
heard an official criticise a centre-forward in  
these plain terms:—"Yes; he's a fine centre; or  
rather he would be if he were not so selfish.  
I tell you what we'll do with him. We'll leave  
him out of the team, and put him in a ten-acre  
field with a ball all to himself, and he can play  
there for a week. I think that would cure him  
of his passion for lugging the ball all to him-  
self." It may be argued that this little story  
supports Mr. Foster's contention; but surely it  
should also convince him that the professional  
centre who acts for himself is not wanted, and  
likely to get into trouble. At the same time I  
was exceedingly pleased to read the old  
Oxonian's condemnation of backs who indulge in  
kicking the ball high in the air. This, to my  
mind, is the most common fault of the majority  
of the full-backs of the day. High kicks are most  
awkward for one's own forwards, and great  
assistance to opponents, for they have always  
time to dispose themselves and are, moreover,  
meeting a falling ball coming to them. The rules  
of the football as played at Winchester School  
are merely suited for the environment of the  
playground and not adapted for the game at  
large; but when I see so many League backs  
kicking the ball nearly the height of a factory  
chimney I often think of the Winchester law  
that the ball may not be kicked higher than five  
feet, which is supposed to be the average of a  
man's shoulders, nor may it be kicked up unless  
the last person to touch it was an opponent.  
These conditions are not applicable to League  
football, but the principle of not kicking the  
ball above a certain height is one that should  
be inculcated in all backs. Rarely does it pay  
to lift the ball from the turf, and in my opinion  
the team whose forwards and half-backs keep  
the ball moving on the grass will win infinitely  
more matches than those who adopt the elevat-  
ing principle. Men with brains can, of course,  
play much better football than those who are  
either mere beings of impulse or pure mechanics.  
Occasionally I have seen Maxwell, late of Stoke,  
and now of Sunderland, lift a ball over a half-  
back's head, run round him, meet the descending  
ball before his adversary, and continue his run.  
But that is a clever trick which serves a purpose  
now and then, but as a rule the motto of players  
should be "Keep the ball moving on the grass."  
THE STANDARD OF GOALKEEPING.  
Mr. Foster expressed the opinion that the  
standard of goalkeeping has risen during the  
past few years. Perhaps it has, but if we take  
the representative men between 1888 and 1892

and 1898 and 1902 how does his dictum work  
out? Surely W. R. Moon, the brilliant old  
Carthusian; George Toone, of Notts; James  
Trainor, Dr. Mills Roberts, and W. C. Rose,  
all three of whom "kept" for Preston North  
End; Bob Roberts, of West Bromwich Albion;  
and Billy Rowley, of Stoke; were quite as able  
as J. W. Sutcliffe, the Bolton Wanderer, now  
of Millwall; J. W. Robinson, of Derby County  
and Southampton; J. E. Dalg, of Sunderland;  
and W. George, of Aston Villa? At any rate  
I should vote for the former set as a body of  
custodians. Besides, one should not overlook  
the conditions of goalkeeping. Not before the  
Football Annual of 1892 do we read at the  
end of Law X: "The goalkeeper shall not be  
charged except he be in the act of playing the  
ball, or is obstructing an opponent." We have  
gradually increased the protection of goal-  
keepers until now he must not be charged unless  
he is holding the ball or obstructing an op-  
ponent. In his goal area he is to-day very  
largely a sacred, almost a pampered, per-  
son, and is never likely to find himself  
levelled to Mother Earth three or four yards  
away from the ball when he is preparing to  
play it. If the standard of goalkeeping has  
improved, it must not be overlooked that the  
conditions of custodianship have become easier.  
There is no reason to believe that the modern  
tribe of defenders between the posts would face  
the perils of the olden time more valiantly and  
more safely than did their predecessors. I  
question if we have ever seen better guardians  
of the branch than Srepton, of the London  
Pilgrims, and Macaulay, of Dumbarton, and  
they were representative men of their day.  
The forward whose main duty it was to go  
for the "goalie" and lay him out has been  
improved out of the game, and hence the  
greater security and scope for the man under  
the crossbar.

THE BEST OF CENTRE-FORWARDS.  
Mr. R. E. Foster's article, which, by the  
way, appears in the *Birmingham Magazine* for  
September, has interested me greatly, but there  
is still on other topic on which I must join  
issue with him. He boldly asserts that "as a  
centre-forward G. O. Smith has never been  
equalled, and that the old Carthusian-Oxonian  
is the greatest centre the world has ever seen."  
Now no one has any desire to belittle the ability  
and the services of "G. O." Smith, who has had  
twenty international caps bestowed upon him.  
But has Mr. Foster never heard of George Ker,  
of Dr. John Smith; of James Brown (of Black-  
burn), of Tinsley Lindley (of Nottingham), of  
John Goodall (of Preston), and of Willie Sellar  
(of Bathfield)? As a matter of charity to an  
educated sportsman, I must believe that he  
knows such men lived, but he was only an  
infant two years old when George Ker was at  
his zenith, and he was a mere boy of ten when  
the last of these, John Goodall, was approaching  
the meridian of his fame. What right then  
has Mr. Foster to ignore these great centres and  
pronounce G. O. Smith as the greatest player in  
his role the world has ever seen? I admit the  
skill of "G. O." as a dribbler, a fencer, a tac-  
tician, a player, and a shot. He has been a  
great player, but neither he nor any other man  
had ever the command over the leather and the  
cannon-ball shooting powers of Ker, for he was  
the best marksman who ever stepped on a field,  
and in his brief but phenomenal career Scotland  
scored 27 goals against 6 in three seasons of  
international games. His playing days were  
cut short by an accident, but save Cobbold there  
never was such a dribbler as Ker, and the swift  
ground-balls on the run and flying kicks with  
his inside have never been surpassed. Next to  
him I should place John Goodall, the master of  
football since Ker, despite his lack of  
speed, and after them I should place Tinsley  
Lindley, now a successful barrister on the Mid-  
land circuit. I should give all these the palm  
before G. O. Smith, who, however, has been a  
grand player. But these sweeping assertions  
from young men like Mr. Foster are apt to  
make some old fogies bristle up and recall the  
football they saw when they were a child.

OPENING OF ASSOCIATION FOOTBALL.  
As yet the "bugger" men are merely training,  
but the Association players were eager for the  
fray and began their battles on the first of  
September. It is customary for superior people  
like Max Pemberton, who regard football as a  
"grotesque outlet" of the national energy to  
ascribe this prompt commencement as due to the  
greed of professional clubs. Rather is it owing  
to necessity, for the managers want money, but  
the paid players are eager to be chasing the  
leather. It would surprise many enemies of the  
game to know that even these "hired ruffians,"  
these "trained footpads," as Mr. Max Pemberton  
described them, love the sport for its own sake.  
I remember well two players, who shall be name-  
less, bagging a ball from their club secretary  
in June and dribbling it about during the sum-  
mer until they were called up in August. But  
these professionals have been very busy during  
this month, and strangely enough the great sur-  
prises have been made by Sheffield Wednesday  
and Middlesbrough who meet to-day (Saturday)  
at the ground of the Wednesday, the oldest and  
the most popular club in Sheffield despite the  
great achievements of the United. The Wed-  
nesday are captained by Ambrose Langley, a  
burly full-back of thirty years of age, who has  
been playing since his early teens. He is now  
in his tenth season, and led many an onslaught  
on the United, but never till the first day of this  
campaign did his club conquer the United at  
Bramall Lane. Such a victory was most en-  
couraging, particularly as it was unexpected.  
But the Wednesday followed this success up by  
defeating Bolton Wanderers at Burdon Park,  
so that they have commenced by winning both  
their matches away from their headquarters—a  
thing they have never done before, as they are  
usually poor fighters away from the grime and  
gloom of Sheffield. In my opinion the Wed-  
nesday have not shown better form since they  
won the English Cup. Now this is the team  
which Middlesbrough have to encounter to-day,

and should the latter win we shall account the  
Tees-side combination the best seen out for  
some years. The Middlesbrough men certainly  
created quite a sensation by defeating Black-  
burn Rovers and Everton in their first two  
League matches within five days—a goal to  
none. They are astounding performances, but  
I shall not pledge my word to the merits of the  
new League until I have had an opportunity  
of seeing them. Since the late seventies foot-  
ball of the Association kind has had a chequer-  
ed career on Tees-side, and most of us can recall  
the times when the centre of Cleveland tried to  
run two first-class teams, Middlesbrough  
Tropopolis (to which the aforesaid Ambrose  
Langley once belonged) and Middlesbrough,  
with the inevitable result—disaster. The  
present concern is quite modern, and after three  
seasons in the Second Division they have won  
their way by right of conquest into the first  
class. Only by the power of conquest can  
Middlesbrough retain their position. It is,  
however, very gratifying to see a new club  
coming to the fore, and to find both Newcastle  
and Sunderland with a much narrower neighbor-  
hood than they have ever had before. And let us  
tell those who think that Middlesbrough are  
not welcome in the North that both the Tyne  
side and the Wearside organisations rejoiced at  
their success. Professional football is no longer  
confined to a few clubs in Lancashire and the  
Midlands; the more the merrier, for these  
"trained footpads" are a source of innocent fun  
to a poor old fogey.  
London, 13th September.

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Sole Agents for China.

Hongkong, 1st July, 1902. [1801]

**CARTRIDGES.**

**JOE'S SPORTING BALLISTITE.**  
Absolutely Smokeless and Water-Resisting.  
THE BEST NITRO-POWDER IN THE WORLD.  
PRICE OF 12-ROUNDS CARTRIDGES complete,  
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Primrose Cases ... \$6.25 98.00  
Pagamoid Cases ... 6.85 86.00  
Ejector Brass Cases 7.50 92.50  
5 per cent. discount on orders of 1,000 and over

Apply to—  
**WM. SCHMIDT & CO.,**  
Gunmakers,  
Hongkong, 3rd July, 1902. 1899

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FOR  
1902.  
THE FORTIETH ANNUAL ISSUE.

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NAUTICAL ADVISER, LICENSED  
PILOT, and SURVEYOR.

Office:—BAWMAI, WAT BANG KHUANG,  
BANGKOK, SIAM. [2470]

**SIEN TING.**

**SURGEON DENTIST.**  
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 22nd September, 1902. [2525]

**BRILLIANT ARTICLE OF EXPORT.  
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LAMPS UP TO 1,000 CANDLE-POWER.  
FOR STREETS, RAILWAYS and FACTORIES.  
**WORKS OF ULMANN & CO., ENGINEERS,**  
DÜBENDORF, SWITZERLAND. [793]

**JAPAN COALS.**

**mitsui BUSSAN KAISHA  
MITSUI & CO.**

HEAD OFFICE:—43, SAKAMOTO-CHO, TOKYO.  
LONDON BRANCH:—34, LINE STREET, E.C.  
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET

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New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,  
Cebu, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka,  
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Kuchinotsu, Sasebo, Maizuru, Miike, Hakodate, Taipei, &c.

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CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State  
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SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and  
SOLE AGENTS for Hokoku, Hondo, Ichihara, Kanada, Kishima, Mameda, Menomura, Onoura,  
Otsuji, Sasahara, Teabakuro, Yoshinotani, Yoshio, Yonokibara, and other Coal.  
N. INUZUKA, Manager, Hongkong.

**UNTOUCHED BY HAND.**

**MELLIN'S  
FOOD**

For INFANTS and INVALIDS.  
When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

**INSURANCES**

**"L'URBAINE"**  
FIRE INSURANCE COMPANY, LD.  
(Established 1838.)

The Undersigned, having been appointed  
GENERAL AGENTS for the above  
Company, are prepared to ACCEPT RISKS  
at current rates.

**P. LEMAIRE & CO.**  
Hongkong, 7th February, 1901. [473]

**AACHEN AND MUNICH FIRE IN-  
SURANCE CO.**  
OF AIX-LE-CHAPPEL.

The Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at current rates.

**REUTER, BRÜCKELMANN & CO.**  
Agents.  
Hongkong, 21st April, 1897. [118]

**PHOENIX FIRE OFFICE**

The Undersigned are now prepared to  
GRANT POLICIES of INSURANCE  
against FIRE at current rates.

**DOUGLAS LAFRAIK & CO.**  
Agents for the Phoenix Fire Office.  
(Hongkong, 17th August, 1887.) [225]

**THE LIVERPOOL AND LONDON AND  
GLOBE INSURANCE COMPANY.**  
ASSETS EXCEED TEN MILLIONS STERLING.  
THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at current rates.

**WM. MEYERINK & CO.**  
Hongkong, 3rd June, 1902. [2576]

**NORTH BRITISH AND MERCANTILE  
FIRE INSURANCE COMPANY.**

TOTAL FUNDS AT 31st DECEMBER, 1901,  
£15,722,693.

I. AUTHORIZED CAPITAL... £3,000,000 0 0  
SUBSCRIBED CAPITAL... 2,750,000 0 0  
PAID-UP CAPITAL... 627,500 0 0  
II. FUND... 2,695,248 5 2

The Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at current rates.

**SHEWAN, TOMES & CO.**  
Agents.  
Hongkong, 1st July, 1902. [1796]

**THE WESTERN ASSURANCE COM-  
PANY OF TORONTO, CANADA.**  
INCORPORATED 1851.

Cash Security ... £425,719  
Total Losses Paid ... £6,769,249

The Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at current rates.

**WM. MEYERINK & CO.**  
Hongkong, 22nd July, 1902. [1427]

**SALAMANDER FIRE INSURANCE  
COMPANY.**

The Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at current rates.

**HOTZ, JACOB & CO.**  
Hongkong, 2nd April, 1900. [12]

**GENERAL MARINE INSURANCE  
COMPANY, LIMITED,  
OF DRESDEN.**

The Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT FOREIGN and  
CHINESE RISKS.

**HOTZ, JACOB & CO.**  
Hongkong, 1st September, 1902. [2227]

**"MOUNTINGS OF THE NAVAL  
GUNS and their Subsequent Use  
with the  
LADY SMITH RELIEF COLUMN"**  
Being a Lecture by  
CAPTAIN PERCY SCOTT,  
R.N. C.B.,  
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CAPTAIN A. H. LIMPUS, R.N.  
(of H. M. S. "Terrible").  
The book is printed on art paper, and illus-  
trated with coloured maps and sketches.  
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A NEW MAGAZINE  
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"THE EAST OF ASIA."  
JUST ISSUED.

CONTAINING Articles of Special Interest,  
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People, Customs, &c., of the Far East.  
Price ... \$1.50  
At Messrs. KELLY & WALSH, LD.,  
Hongkong.  
Hongkong, 6th March, 1902. [71]



## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Ocean Island. Vessels anchoring near Kowloon are marked as nearest Hongkong, and those vessels berthed at the Kowloon Wharf are marked as nearest Kowloon Wharf. The number denoting the section is as follows:

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	NESTOR	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day.
LONDON, VIA SUEZ CANAL	GLENGARRY	Brit. str.	—	Holman	McGREGOR BROS. & GOW	To-morrow.
LONDON	GLENSHIEL	Brit. str.	—	J. McGilivray	P. & O. S. N. Co.	On 17th inst. at Noon.
LONDON, &c., VIA PORTS OF CALL	BALLAARAT	Brit. str.	—	F. Summers	P. & O. S. N. Co.	On 25th inst. at Noon.
LONDON	ACHILLES	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 28th inst.
LONDON	AMENLAUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 11th November.
LONDON	ACHAMENON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th November.
LIVERPOOL DIRECT	DEVOLUTION	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	KAMAKURA MARU	Jap. str.	—	H. Petersen	NIPPON YUSEN KAISHA	On 18th inst. at Daylight.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	SALAZIE	Fren. str.	—	Aubert	MESSAGERIES MARITIMES	On 20th inst. at 1 p.m.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	INABA MARU	Jap. str.	—	W. Bainbridge	NIPPON YUSEN KAISHA	On 1st Nov. at Daylight.
GENOA & LONDON	BENLARIO	Brit. str.	—	Kroble	GIBB, LIVINGSTON & CO.	On or about 15th inst.
BREMEN, VIA PORTS OF CALL	PREUSSEN	Ger. str.	2 m.	E. Prehn	GLENGARRY & CO.	On 16th inst. at Noon.
HAMBURG & HAMBURG	SILVIA	Ger. str.	—	Behrens	HAMBURG-AMERIKA LINIE	On 6th November.
HAMBURG & HAMBURG	SAXONIA	Ger. str.	—	Jaeger	HAMBURG-AMERIKA LINIE	On 19th November.
HAMBURG & HAMBURG	SEBASTIA	Ger. str.	—	Brehmer	HAMBURG-AMERIKA LINIE	On 3rd December.
HAMBURG & HAMBURG	SUEVIA	Ger. str.	—	Niedermeyer	HAMBURG-AMERIKA LINIE	On 17th December.
HAMBURG & HAMBURG	ALBERTA	Ger. str.	—	Bork	HAMBURG-AMERIKA LINIE	On 31st December.
HAMBURG & HAMBURG	TRIESTE	Ger. str.	—	Schoenfeldt	HAMBURG-AMERIKA LINIE	On 14th inst. at Noon.
OBESSE, VIA PORTS OF CALL	KIAS GORTSCHAKOW	Rus. str.	—	Meezzi	SANDER, WIELE & CO.	On 18th inst. at Noon.
NEW YORK VIA PORTS & SUEZ CANAL	LOTHIAN	Brit. str.	—	—	BRADLEY & CO.	On 23rd inst.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	R. Archibald, R.N.R.	CANADIAN PACIFIC R.R. CO.	On 22nd inst. at Noon.
VANCOUVER, VIA SHANGHAI, &c.	TARTAR	Brit. str.	2 m.	E. Beetham, R.N.R.	CANADIAN PACIFIC R.R. CO.	On 3rd December.
VICTORIA (B.C.) & TACOMA VIA JAPAN	VICTOR A	Brit. str.	—	J. Panton	DODWELL & CO. LTD.	On 18th inst.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	TOKA MARU	Jap. str.	—	H. Christensen	NIPPON YUSEN KAISHA	On 20th inst. at 4 p.m.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	KAGA MARU	Jap. str.	—	W. J. Ekstrand	NIPPON YUSEN KAISHA	On 31st inst.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	KASUGA MARU	Jap. str.	—	W. C. Craven	NIPPON YUSEN KAISHA	On 3rd Dec. at 4 p.m.
PORTLAND, OREGON	INRAVELLI	Brit. str.	2 m.	St. John George	PORTLAND & ASIATIC S.S. CO.	On 23rd inst.
AUSTRALIAN PORTS	TAIYUAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd inst.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	A. E. Moses	GIBB, LIVINGSTON & CO.	On 23rd inst. at Noon.
YOKOHAMA & KOBE	MARQUIS BACQUEHEM	Brit. str.	—	Rassevich	SANDER, WIELE & CO.	On 1st Nov. at Noon.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	TRIESTE	Brit. str.	—	W. W. Cooke, R.N.R.	P. & O. S. N. Co.	On or about 21st inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	KAGOSHIMA MARU	Jap. str.	—	K. Kori	NIPPON YUSEN KAISHA	On 4th Nov. at Noon.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	KANAGAWA MARU	Jap. str.	—	J. MacKenzie	NIPPON YUSEN KAISHA	On 24th inst. at Daylight.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	KASUGA MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 24th inst. at Noon.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	SHANSHI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th inst.
SHANGHAI & CHINKIANG	ANNA	Fren. str.	—	Sollier	MESSAGERIES MARITIMES	On or about 19th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	MASILIA	Brit. str.	—	G. W. Cockman, R.N.R.	P. & O. S. N. Co.	On or about 25th inst.
SHANGHAI	FOOCHOW	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	To-day.
SHANGHAI	SAUBEN	Ger. str.	—	Franko	MELCHERS & CO.	Quick despatch.
SHANGHAI, NAGASAKI, HIOGO & YAMATO	ANPING MARU	Jap. str.	1 m.	I. Goto	OSAKA SHOSHEN KAISHA	On 22nd inst.
FOOCHOW, VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	1 m.	T. Kitano	OSAKA SHOSHEN KAISHA	On 19th inst.
TAMUI, VIA SWATOW & AMOY	MATSUBU MARU	Jap. str.	1 m.	T. Saito	OSAKA SHOSHEN KAISHA	To-day.
AMOI	LARSEN	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow.
SWATOW	HAIRAN	Brit. str.	2 m.	Kolsch	DOUGLAS LARSEN & CO.	To-morrow, at 9 A.M.
SWATOW, AMOI & FOOCHOW	KAPONG	Brit. str.	2 m.	Reach	DOUGLAS LARSEN & CO.	On 16th inst. at Daylight.
CEBU & ILOILO	ZAFIR	Brit. str.	—	A. Fraser	SHEWAN, TOMES & CO.	On 22nd inst.
MANILA	RUBI	Brit. str.	—	R. W. Almond	SHEWAN, TOMES & CO.	To-morrow, at 4 p.m.
MANILA	ROSETTA MARU	Jap. str.	2 m.	Tate	MITSUBI BUSSAN KAISHA	On 18th inst. at Noon.
SINGAPORE, PENANG & CALCUTTA	LANSANG	Brit. str.	—	Todd	JARDINE, MATHESON & CO.	On 10th inst. at Noon.
SANDAKAN	SANDAKAN	Ger. str.	—	Schnur	MELCHERS & CO.	Quick despatch.

## SHIPPING.

**ARRIVALS.**  
Oct. 12, DIC, Portuguese gunboat, 229 P. d'Azavedo, from Amoy.  
Oct. 13, Arab, Danish steamer, 2571, A. GOW, Mel 5th Oct., Coal, from ARNOLD, KAR.  
Oct. 13, ARNOLD LUCKEN, German str., 1995, C. Ungefer, Saigon 8th Oct., Rice and Fish, from ORDEN.  
Oct. 13, ELO, Norwegian str., 708, Christopher, Manila 8th Oct., Bulat, from CHINESE.  
Oct. 13, FRECHON, Chinese str., 980, J. A. Gordon, Shanghai 10th Oct., General, from HINGE.  
Oct. 13, HALLAN, French str., 377, Apdalen, Pakhoi and Hanoi 11th Oct., General, from A. B. MCKEY.  
Oct. 13, ISOLA, American str., Bengalis, Manila 8th Oct.  
Oct. 13, MACHOW, German str., 96, H. Hayes, Bangkok 6th Oct., Rice, from BUTTERFIELD & SWIRE.  
Oct. 13, PIRANDELLO, German str., 2096, W. Barlag, Bangkok 6th Oct., Rice, from BUTTERFIELD & SWIRE.  
Oct. 13, SRI LOK, Norwegian str., 914, A. Berdom, Bangkok 6th Oct., Rice, from CHINESE.  
Oct. 13, PANSAN, British str., 1544, Bradley, Shanghai 8th Oct. and Swatow 14th, General, from JARDINE, MATHESON & CO.

## CLEARANCES.

At the Harbour Master's Office.  
13th October.  
Anping, Chinese str., for Canton.  
Hjort, Norwegian str., for Saigon.  
Capt. Indian str., for Singapore.  
Capt. American str., for Canton.  
Frederick, Norwegian str., for Hallow.  
P. Paganese, American str., for Manila.  
Kobischang, German str., for Bangkok.  
Loret, British str., for Amoy.  
Nolot, British str., for Singapore.  
Prado, Norwegian str., for Wahu.  
Subine, British str., for Swatow.  
Talang, British str., for Canton.  
Yue-sung, British str., for Amoy.

## DEPARTURES.

13th October.  
Tsurugisan Maru, Jap. str., for Kutchinotzu.  
14th October.  
Anping, Chinese str., for Canton.  
Boren, Norwegian str., for Saigon.  
Capt. Indian str., for Bombay.  
Chuyven, American str., for Canton.  
Kobischang, German str., for Bangkok.  
Prado, Norwegian str., for Wahu.  
Yue-sung, British str., for Manila.

## VESSELS IN DOCK.

13th October.  
Yue-sung, British str., for Amoy.  
Hurdy, Tatarian, Thales, Woukko, Hongkong.  
Cosmopolitan Dock—Victoria, Ingalla.

## SHIPPING REPORTS.

The Danish steamer *Arvi*, from Moji 8th Oct., had fine weather and smooth sea.  
The British steamer *Trinidad*, from Shanghai 8th Oct. and Swatow 12th, had moderate N.E. monsoon and fine weather throughout.

## VESSELS ON THE BERTH

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship.  
"ZAFIRO".  
Captain A. Fraser, will be despatched for the above port TO-MORROW, the 15th inst., at 4 p.m.  
Highest-class Passenger Steamers, High powered, newest and most up to date on the run. All Accommodation and shipboard service. Electric Light and all other modern improvements. A Surgeon is carried.  
For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.  
Hongkong, 10th October, 1902. [2706]

## VESSELS IN THE FLEET

## OCEAN STEAMSHIP COMPANY.

FOR AMOI.  
THE Company's Steamship.  
"LAERTES".  
Captain Lyons, will be despatched as above TO-DAY, the 14th inst., at Noon.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 13th October, 1902. [2726]

## "GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.  
THE Steamship.  
"GLENGARRY".  
Captain Holman, will be despatched as above TO-MORROW, the 15th October.  
For Freight or Passage, apply to McGREGOR BROS. & GOW, Agents.  
Hongkong, 26th September, 1902. [2556]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.  
THE Company's Steamship.  
"MARQUIS BACQUEHEM".  
Captain Rassevich, will leave for the above places on FRIDAY, the 17th inst., at 5 p.m.  
The Steamer has capital accommodation for Passengers. Electric Light, and carries a Doctor.  
For Freight or Passage, apply to SANDER, WIELE & CO., Agents.  
Princes Building.  
Hongkong, 11th October, 1902. [3]

## CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.  
AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.  
Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.  
NEXT SAILINGS.  
"TAIYUAN" leaves on 23rd October.  
"TSINAN" "CHANGSHA" "CHINTU".  
Superior accommodation and shipboard service. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Fully qualified European Surgeons carried.  
BUTTERFIELD & SWIRE, AGENTS.  
CHINA NAVIGATION CO., LD.  
Hongkong, 2nd October, 1902. [1981]

## NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1897.

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.  
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION).  
R.M.S. "EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 22nd Oct.  
R.M.S. "EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 19th Nov.  
R.M.S. "TARTAR" Comdr. E. Beetham, R.N.R. WEDNESDAY, 3rd Dec.  
R.M.S. "EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 17th Dec.  
R.M.S. "ATHENIAN" Comdr. H. Morant WEDNESDAY, 3rd Dec.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PACIFIC COAST RAILROAD and TRAINS of the CANADIAN PACIFIC RAILWAY, which lead daily, and cross the Continent, FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.  
Passengers Booked through to all principal points and AROUND THE WORLD. Retain tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.  
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the scenery of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.  
THE DINING CABS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and service are unequalled.

SPECIAL EXTRA SERVICE.  
The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.  
In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Storage.  
The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.  
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. B. MURPHY, General Agent, 101 Queen's Road, Hongkong.

## NORTHERN PACIFIC STEAMSHIP CO. BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

## PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Captain	Tons	Sailing Dates
VICTORIA	J. Panton	3,502	October 18th
OLEIPHAS	W. H. Smith	3,753	October 23rd
OLYMPIA	J. Truebridge	2,837	October 29th
SHAWMUT	—	9,606	November 7th

Steamers marked \* have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.  
Special Rates allowed to members of Government Services.  
Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.  
For further information as to Freight or Passage, apply to DODWELL & COMPANY, LIMITED, GENERAL AGENTS.  
Hongkong, 3rd October, 1902. [7]

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON	GLENSHIEL	Noon, 17th	Freight only.
YOKOHAMA	J. McGilivray	October	Freight only.
SHANGHAI, TAIKAI, MOJI AND KOBE	TIENTSIN	About 21st	Freight only.
MOJI AND KOBE	W. W. Cooke, R.N.R.	October	Freight only.
LONDON, &c.	BALLAARAT	Noon, 25th	See Special Advertisement.
	F. Summers	October	
SHANGHAI	MASILIA	About 25th	Freight or Passage.
	G. W. Cockman, R.N.R.	October	

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 13th October, 1902.

## OSAKA SHOSHEN KAISHA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL ON	REMARKS
TAMUI, VIA SWATOW	"DAIGI MARU"	SUNDAY, 19th	Freight only.
AMOI	T. Kitano	October	
TAMUI, VIA SWATOW	"DAIJIN MARU"	SUNDAY, 26th	Freight only.
AMOI	T. Ogata	October	
ANPING, VIA SWATOW	"MAIDZURU MARU"	WEDNESDAY, 15th	Freight only.
FOOCHOW, VIA SWATOW	T. Saito	WEDNESDAY, 22nd	Freight only.
AMOI	"ANPING MARU"	October	
	E. Goro	October	

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.  
All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamui to land all passengers and cargo.  
By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Vaux Road Central.  
Hongkong, 14th October, 1902. T. ARIMA, Manager. [15]

## NIPPON YUSEN KAISHA

## (THE JAPAN MAIL STEAMSHIP COMPANY)

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
KAMAKURA MARU	MARSEILLES, LONDON and ANTIWERP, VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	SATURDAY, 18th Oct. at Daylight.
H. Petersen	SAID	
Tosa Maru	VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 20th Oct. at 4 p.m.
KANAGAWA MARU	KOBE and YOKOHAMA	FRIDAY, 24th Oct. at Daylight.
KASUGA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 24th Oct. at Noon.
INABA MARU	MARSEILLES, LONDON and ANTIWERP, VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	SATURDAY, 1st Nov. at Daylight.
W. Bainbridge	SAID	
YAWATA MARU	SYDNEY and MELBOURNE, via THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SATURDAY, 1st Nov. at Noon.
A. E. Moses		
KAGA MARU	VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 3rd Nov. at 4 p.m.
J. W. Ekstrand		
KAGOSHIMA MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 4th Nov. at Noon.
K. Kori		

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.  
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.  
A. S. MIHARA, Manager. [9]

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates in ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	DESTINATIONS	SAILING DATES
SILVIA	HAMBURG and HAMBURG	On 23rd Oct. Freight.
apt. Behrens	(Calling at Singapore and Colombo)	
SAXONIA	HAMBURG and HAMBURG	On 6th Nov. Freight.
Capt. Jaeger	(Calling at Singapore and Colombo)	
SERBIA	HAMBURG and HAMBURG	On 19th Nov. Freight.
Capt. Brehmer	(Calling at Singapore and Colombo)	
MARBURG	HAMBURG and HAMBURG	On 3rd Dec. Freight.
Capt. Niedermeyer	(Calling at Singapore and Colombo)	
SUEVIA	HAMBURG and HAMBURG	On 17th Dec. Freight.
Capt. Bork	(Calling at Singapore and Colombo)	
ALBERTA	HAMBURG and HAMBURG	On 31st Dec. Freight.
Capt. Schoenfeldt	(Calling at Singapore and Colombo)	

For Further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDING, NO. 1.

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

## STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

## STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

## N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PORTS IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

AND SOUTH AMERICAN PORTS.  
STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS  
AND LEISURE.  
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DAY OF THE WEEK.	SAILING DATES.
PREUSSEN	THURSDAY	16th October.
* HAMBURG	WEDNESDAY	23rd October.
SACHSEN	WEDNESDAY	12th November.
GERA	WEDNESDAY	26th November.
* KIAUTSCHOU	WEDNESDAY	10th December.
BAYERN	WEDNESDAY	24th December.
KONIG ALBERT	WEDNESDAY	7th Jan., 1903.
PRINZESS LILIAN	WEDNESDAY	21st Jan., 1903.
DARMSTADT	WEDNESDAY	4th Feb., 1903.
PREUSSEN	WEDNESDAY	18th Feb., 1903.
* HAMBURG	WEDNESDAY	4th Mar., 1903.



## OCEAN STEAM SHIP COMPANY, LD.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"DEUCALION"	On 15th October.
GLASGOW and LIVERPOOL	"PATROCLOS"	On 24th October.
GLASGOW and LIVERPOOL	"STENTOR"	On 30th October.
GLASGOW and LIVERPOOL	"TANTALUS"	On 8th November.
GLASGOW and LIVERPOOL	"ALCINOUS"	On 13th November.

HOMWARDS.		
TO	STEAMERS	TO SAIL
LONDON	"NESTOR"	On 14th October.
LIVERPOOL DIRECT	"MACHAON"	On 15th October.
(Taking Cargo at London Rates)	"ACHILLES"	On 28th October.
LONDON	"MENELAUS"	On 11th November.
LIVERPOOL DIRECT	"DEUCALION"	On 26th November.
(Taking Cargo at London Rates)	"AGAMEMNON"	On 25th November.

The S.S. "MACHAON" left Shanghai on the 12th inst., a.m., and is due here to-morrow to load for Liverpool.

The S.S. "DEUCALION" left Singapore on the 10th inst., and is expected here on the 15th inst.

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 14th October, 1902.

## CHINA MUTUAL STEAM NAVIGATION COMPANY, LD.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"YANGTZE"	On 29th October.
GLASGOW and LIVERPOOL	"TEENKAI"	On 19th November.
GLASGOW and LIVERPOOL	"MOYUNE"	On 27th November.
GLASGOW and LIVERPOOL	"OOPACK"	On 10th December.

## TRANS-PACIFIC SERVICE.

FOR		
VICTORIA, SEATTLE, TACOMA, and	STEAMERS	TO SAIL
all PACIFIC COAST PORTS VIA	"YANGTZE"	On 31st October.
NAGASAKI, KOBE & YOKOHAMA		

For Freight, apply to

**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 3rd October, 1902.

## CHINA NAVIGATION CO., LIMITED.

FOR		
SHANGHAI	STEAMERS	TO SAIL
SHANGHAI and CHINKIANG	"FOOCHOW"	On 14th October.
CEBU and ILOILO	"SHANSI"	On 16th October.
THURSDAY ISLAND, COOKTOWN,	"KAIPO"	On 23rd October.
CAIRNS, TOWNSVILLE,	"TAIYUAN"	On 23rd October.
BRISBANE, SYDNEY and MEL-		

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

See Special Advertisement.

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 14th October, 1902.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG TO SHANGHAI, INLAND		
SEA OF JAPAN, MOI, KOBE & YOKOHAMA FOR	PORTLAND, OREGON	
OPERATING IN CONNECTION WITH THE	OREGON RAILROAD & NAVIGATION CO.	
STEAMSHIP	Tons.	CAPTAIN
"INDRAVELLI"	4,589	W. C. Green
"INDRAPURA"	4,589	Hollingsworth
"INDRAMA"	4,589	R. P. Craven
"INDRAMA"	4,589	R. P. Craven

Through bills of lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

**ALLAN CAMERON, GENERAL AGENT.**

Hongkong, 8th October, 1902.



## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR  
FUME and TALESTE (DIRECT).  
Calling at SINGAPORE, PENANG,  
CALCUTTA, COLOMBO, ADEN,  
SUZ and PORT SAID.

(Taking Cargo at through rates to the BRAZIL,  
to SOUTH AFRICA, RED SEA, BLACK SEA,  
LEVANT, VENICE and ADRIATIC PORTS.)

The Company's Steamship

Captain Maczari will be despatched as above  
on SATURDAY, the 18th inst., a.m.

This Steamer has Capital Accommodation for  
Passengers, Electric Light and carries a Doctor.

For information as to Passage and Freight,  
apply to

**SANDER, WIELER & CO.,**  
Agents.

Hongkong, 11th October, 1902.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at QUEENSLAND PORTS, and  
taking through Cargo to ADELAIDE,  
NEW ZEALAND, TASMANIA, &c.)

The Steamship

"AIRLIE"

Captain St. John George, will be despatched for  
the above ports on THURSDAY, the 23rd inst.,  
at Noon.

This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Chamber,  
which ensures the supply of Fresh Provisions,  
Ice, &c., throughout the voyage.

This Steamer is installed throughout with the  
Electric Light.

A Stevedore and a duly qualified Surgeon  
are carried.

For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
Agents.

Hongkong, 4th October, 1902.

## STEAM FOR ODESSA.

The New Russian Steamer

"KNIAZ GORTSCHAKOW"  
3,887 Tons Gross Register,  
will be despatched for ODESSA VIA PORTS  
on CALL on THURSDAY, the 23rd inst.

For Freight and further Particulars, apply  
to—

**BRADLEY & CO.,**  
Agents.

Hongkong, 9th October, 1902.

## NOTICE.

## STEAM FOR SANDAKAN.

Calling at KUDAT.  
The Company's Steamship

"SANDAKAN,"  
Captain Schuur, will be ready to load for the  
above port on the 13th inst.

For Freight or Passage, apply to  
**MELCHERS & CO.,**  
Agents.

Hongkong, 11th October, 1902.

## ALTERATION.

"BEN" LINE OF STEAMERS.  
FOR GENOA AND LONDON.

The Steamship

"BENLARI,"  
Captain Kroble, will be despatched as above  
on or about the 18th inst.

For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
Agents.

Hongkong, 11th October, 1902.

## TOYO KISEN KAISHA.

(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN  
HONGKONG AND MANILA.

The Company's well-known Steamship

"ROSETTA MARU,"  
3,878 Tons.

Captain Tate, will be despatched for MANILA  
on TUESDAY, the 21st inst., at Noon.

Magnificent Accommodation. Comfortable  
Cabins. Excellent Table. Unrivaled Speed.  
Electric Light. Doctor and Stewardess carried.

For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
Agents.

"Prince's Buildings, 100 House Street."  
Hongkong, 14th October, 1902.

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL  
(WITH LIBERTY TO CALL AT PHILIPPINE  
PORTS).

PROPOSED SAILINGS FROM HONGKONG.

"LOTHIAN" About 23rd Oct.

"LOWTHER CASTLE" 4th Nov.

"BORDER KNIGHT" 15th Nov.

"ORONO" To follow.

"CROYDON" To follow.

For Freight and further information, apply to  
**DODWELL & CO., LD.,**  
Agents.

Hongkong, 11th October, 1902.

## NOTICE TO CONSIGNEES.

NORTHERN PACIFIC STEAMSHIP  
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA,"  
FROM TACOMA, VICTORIA, YOKO-

HAMA, KOBE, MOI AND  
SHANGHAI.

The above Steamer having arrived, Con-

signees of Cargo are hereby requested to  
send in their Bills of Lading for countersignature,  
and to take immediate delivery of their  
Goods from alongside.

Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.

No Fire Insurance will be effected by us in  
any case whatever.

**DODWELL & CO., LTD.,**  
Agents.

Hongkong, 10th October, 1902.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CHUSAN,"  
FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods  
are being landed and placed at their risk in  
the Hongkong and Kowloon Wharf and  
Godown Company's Godowns at Kowloon, where  
each consignment will be sorted out Mark by  
Mark, and delivery can be obtained as soon as  
the Goods are landed.

This vessel brings on Cargo—  
From London, &c., ex s.s. "India."  
From Australia, ex s.s. "Himalaya."  
From Persian Gulf, ex B. I. S. N. and  
B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless in-

structions are given to the contrary before 5 p.m.,  
to-day, 11th inst.

Goods not cleared by the 18th inst., at 4 p.m.,  
will be subject to re-ware.

No Fire Insurance will be effected by me in  
any case whatever.

All damaged packages must be left in the  
Godowns, and a certificate of the damage ob-

tained from the Godown Company, who will  
survey Goods at 11 a.m. on Tuesdays and  
Fridays. Certificates of damage must be  
obtained within ten days of the vessel's arrival  
here, after which no claims will be recognised.

E. A. HEWETT,  
Superintendent.

Hongkong, 11th October, 1902.

## BOSTON TOW BOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "PLEIADES,"  
FROM TACOMA, VICTORIA, YOKO-

HAMA, KOBE AND MOI.

The above Steamer having arrived, Con-

signees of Cargo are hereby requested to  
send in their Bills of Lading for countersignature,  
and to take immediate delivery of their  
Goods from alongside.

Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.

No Fire Insurance will be effected by us in  
any case whatever.

**DODWELL & CO., LD.,**  
Agents.

Hongkong, 8th October, 1902.

## OCEAN STEAM SHIP COMPANY, LIMITED.

## NOTICE TO CONSIGNEES OF CARGO EX "AJAX."

CONSIGNEES of Cargo ex above steamer,  
which struck on a reef near Jeddah on  
or about 1st June, 1902, are notified that all  
Claims other than for sea damage should be  
forwarded to the undersigned, accompanied by  
survey reports in duplicate, on or before 25th  
instant, after which date they cannot be re-

cognised.

**BUTTERFIELD & SWIRE,**  
Agents.

Hongkong, 8th October, 1902.

## NOT RESPONSIBLE FOR DEBTS.

N EITHER THE CAPTAIN, the AGENTS, nor  
the OWNERS will be RESPONSIBLE  
for any DEBT contracted by the Officers or  
the Crew of the following Vessels during their  
stay in Hongkong Harbour—

ALLAS, American ship, McKay.—Standard  
Oil Co.

ASTRAL, American ship, Dunham.—Standard  
Oil Co.

KEPAT, British ship, J. Hughes.—Order.  
MANUEL LAGUNA, American ship, Nichols.—  
Standard Oil Co.

PLEIADES, American str., Purington.—Dodwell  
& Co., Ltd.

## HONGKONG.

STEAMERS.

Anamba, Danish str., 1,325, Cortsen, Oct. 10.

Anping, Chinese str., 1,159, Richards, Oct. 12.

Arab, Danish steamer, 2,674, Gov., Oct. 13.

Arnold, Karberg & Co.

Arnold Luyken, Ger. str., 1,075, Urberfeldt,  
Oct. 13.

B. A. Trading Co.

Border Knight, British str., 3,720, Splatt, Oct.  
2.

Dodwell & Co., Limited.

Chiyuen, Amr. str., 1,211, Sleeman, Oct. 12.

Chinese.

Chunwang, British str., 1,418, Arthur, Oct. 8.

Jardine, Matheson & Co.

Decima, German str., 794, Schalkier, Oct. 11.

Sander, Weller & Co.

Elg, Norwegian str., 708, Henriksen, Oct. 13.

Chinese.

Empress of China, Brit. str., 3,003, Archibald,  
Sept. 30.

C. P. R. Co.

Bros, Norwegian str., 709, Rentz, Oct. 11.

Chinese.

Feichow, British str., 983, Gordon, Oct. 13.

Chinese.

Feichow, British str., 1,159, Smale, Oct. 4.

Butterfield & Swire

F. Reyes, Amr. str., 448, Ydayaga, Oct. 12.

Brandao & Co.

Fritthof, Norw. str., 968, Haraldsen, Oct. 9.

A. R. Martz

Glenzary, British str., 1,924, Holman, Oct. 11.

McGregor Bros & Co.

Hallan, French str., 377, Andersen, Oct. 13.

A. R. Martz

Hallan, Norwegian str., 1,356, Salvasent, Oct.  
7.

Sander, Weller & Co.

Hangsang, British str., 1,356, Wilde, Oct. 7.

Jardine, Matheson & Co.

Hongkong Maru, Jap. str., 6,169, Filmer, Oct.  
10.

Toyo Kisen Kaisha

Hsi-ping, British str., 1,236, Macfarlane, Oct. 12.

Chinese.

Hue, French steamer, 794, Godinau, Oct. 12.

A. R. Martz

Laertes, British str., 1,340, Lyons, Oct. 11.

Butterfield & Swire

Laing, British steamer, 2,225, Todd, Oct. 4.

Jardine, Matheson & Co.

Loongmoon, Ger. str., 1,245, Schulz, Oct. 8.

Siemssen & Co.

Machow, German str., 995, Hayes, Oct. 13.

Butterfield & Swire

Maidaura Maru, Japanese str., 667, Saito,  
Oct. 11.

Osaka Shosen Kaisha

Nestor, British steamer, 2,985, Baker, Oct. 12.

Butterfield & Swire

Pitman, German str., 1,267, Bartling, Oct. 13.

Butterfield & Swire

Pleades, Amr. str., 293, Purington, Oct. 8.

Dodwell & Co., Limited

Prima, Norwegian str., 761, Meyer, Oct. 9.

Sander, Weller & Co.

Sabine Rickmers, British str., 717, Nasbet, Oct.  
12.

Arnhold, Karberg & Co.

Sandakan, German str., 1,374, Schuur, Oct.  
4.

Melchers & Co.

Sei Pontianak, Dutch str., 233, Deans, Sept. 16.

Butterfield & Swire

Shang, British str., 1,224, Carnaghan, Oct. 8.

Butterfield & Swire

Shantung, Ger. str., 1,000, Engelhart, Oct. 4.

Melchers & Co.

Skuld, Norwegian str., 914, Berham, Oct. 13.

Chinese.

Taisang, British str., 1,544, Bradley, Oct. 13.

Jardine, Matheson & Co.

Tetartus, German str., 1,578, Dinse, Sept. 2



